

(ESTABLISHED 1881.)

SINGLE COPY, 10 CENTS

100

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 "FATSHAN," 2,360 " " R. D. Thomas.
 "KINSHAN," 1,995 " " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 3 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamilton.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS ...	JAVA	First half December	JAPAN	First half December
TJILIWONG ...	JAPAN	First half December	JAVA PORTS	First half December
TJIMAH ...	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP ...	JAVA	First half January	JAPAN	First half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 26th November, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

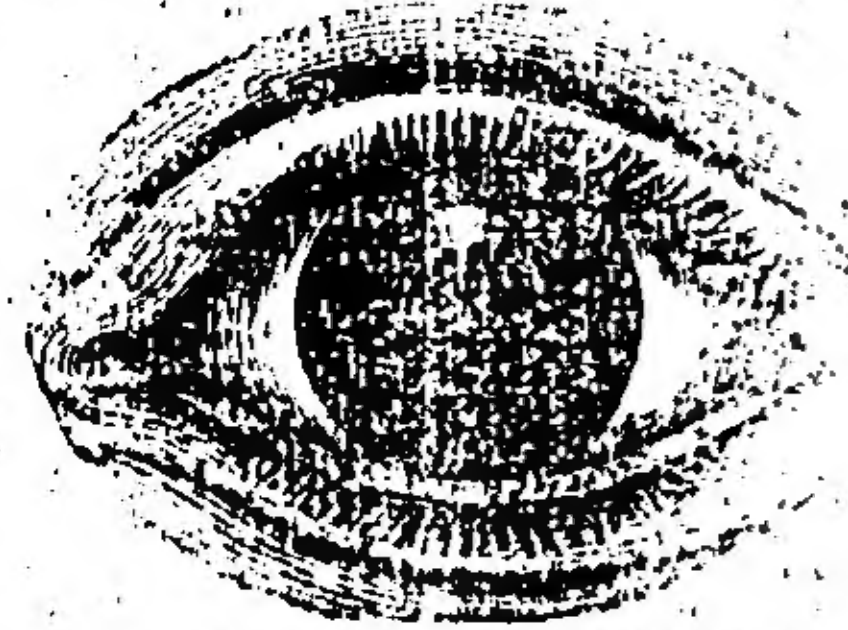
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 4 DAYS.
 The steamer sail from HONGKONG to SAMSHUI, SHUISHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, FEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road
 Hongkong, 27th November, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at Current Rates.

SIEMSEN & Co.
 Hongkong 24th May, 1895.

KWONG SANG & Co.,
 No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS AND DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentle-men's Shirts made to order.

TRIAL ORDER SOLICITED,
 Hongkong, 1st February, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAMERS FOR
 SINGAPORE, PENANG, COLOMBO, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers.

N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 BUELOW WEDNESDAY, 5th December.
 PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 2nd January, 1907.
 SEYDLITZ WEDNESDAY, 16th January.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PREUSSEN WEDNESDAY, 27th February.
 PRINZESS ALICE WEDNESDAY, 13th March.
 PRINZ LUDWIG WEDNESDAY, 27th March.
 ZIETEN WEDNESDAY, 10th April.
 PRINZ REGENT LUITPOLD WEDNESDAY, 24th April.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 8th May.

ON WEDNESDAY, the 5th day of December, 1906, at Noon, the Steamship BUELOW, Captain H. Förmes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 4th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 4th December.

Content of Packages are required. No Parcel Receipts will be signed for less than 42.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£32. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	25. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.
 PRINZ SIGISMUND 3,303 TUESDAY, 11th December.
 SANDAKAN 1,793 TUESDAY, 4th January.
 MANILA 1,790 TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Louis, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	Return	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00	\$30.00
TO NEW GUINEA	£18. —	£18.10	£14.00	Return £42.00	£27.15	£17.15
TO BRISBANE	£30. —	£20. —	£14. —	Return £54. —	£36. —	£24. —
TO SYDNEY	£33. —	£23. —	£15. —	Return £59.10	£41.10	£27.10
TO MELBOURNE	£34.10	£24.10	£16. —	Return £62.5	£44.5	£28.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120. —	\$80. —
TO KOBÉ	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120. —	\$80. —
TO YOKOHAMA & back from KOBÉ to HONGKONG ...	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STRAMERS ABOUT
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA PRINZ EITEL FRIEDRICH, WEDNESDAY, 5th Dec.
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA SEYDLITZ WEDNESDAY, 19th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. S. S. Co., T. K. K., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 24th November, 1906.

MELCHERS & CO.,
 AGENTS.

Entertainments.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will be glad to receive any number of old or new "MAGAZINES" for the use of the Troops on the Transport. Send to Hongkong Hotel or a child will ensure their being fetched.
 Hongkong, 12th November, 1906.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 10 minutes.

NIGHT CARS.

8.15 p.m. and 9 p.m.; 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.
 Hongkong, 27th August, 1906.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

In all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET.

Hongkong.

Hongkong, 28th April, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆國李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 35, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
 (Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
 Hongkong, 28th March, 1906.

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"
 Breadth 24' 0"
 Depth 9' 6"
 Capacity 320 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,
 35, Des Voeux Road, Central,
 and
 HOO CHEONG WO & Co.,
 51 and 52, Connaught Road, Central.

Hongkong, 5th November, 1906.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
 General Managers.

Hongkong, 2nd October, 1906.

SELF CURE NO FICTION! MARVEL UPON MARVEL!

NO SUFFERING NEED NOW DESPAIR!

but without running a doctor's bill or falling into the deep ditch of quackery, and the use of a safe and economical cure without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY

THERAPION.

a complete revolution has been wrought in the department of medical science, whilst thousands have been restored to health and happiness by the use of a remedy previously had been merely dragging on a miserable existence.

THERAPION No. 1.—A powerful remedy for discharges from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

T

Intimation.

Powell's

GENTS' OUTFITTERS,

28, QUEEN'S ROAD,

(OPPOSITE THE CLOCK TOWER).

ENGLISH

BOOTS.

FINEST

ENGLISH

LEATHER.

BEST

ENGLISH

WORKMANSHIP.

BLACK.

BROWN.

PATENT.

Smart Shapes,

Durability,

Comfort.

\$12.00

PAIR.

Satisfaction

Guaranteed.

POWELL'S

HONGKONG.

Hongkong, 28th November, 1906.

To Let.

TO LET.

No. 8, D'AGUIAR STREET,

suitable for

SHOP AND DWELLING

HOUSE,

at present occupied

by

Messrs. K. A. J. CHOTIRMALL & Co.,

who will shortly remove

to

No. 64, QUEEN'S ROAD

CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [1530]

TO LET.

FOUR-ROOMED HOUSE on PRAVA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 26th November, 1906. [1142]

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009]

TO LET.

No. 2, "HILLSIDE" THE PEAK.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 16th November, 1906. [172]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [179]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD, No. 51, WONG-NEI-CHONG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949]

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949]

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949]

Hongkong, 28th November, 1906.

Auctions.

PUBLIC AUCTION

JAPANESE FINE ART AND CURIOS EMBROIDERIES.

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY,

the 6th December, 1906, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street,

JAPANESE EMBROIDERIES AND FINE ART CURIOS,

comprising

SILK EMBROIDERED WALL HANGINGS, DRAPERIES, KIMONOS and CUSHION COVERS, CUT VELVET and HAND-PAINTED HANGINGS, RARE and ARTISTIC SATSUMA VASES, BOWLS and PLATES, GOLD CLOISONNE and BRONZE WARE, HANDSOMELY CARVED IVORY GROUPS and FIGURES, GOLD and SILVER INLAID DAMASCENE WARE, &c. &c. &c.

On view from Tuesday, the 4th December. Catalogues on application.

TERMS:—Cash on delivery.

Hongkong, 30th November, 1906.

GEO. P. LAMMERT,

Auctioneer. [1154]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. Mr. E. A. Hewett, to sell by PUBLIC AUCTION, on

THURSDAY,

the 6th December, 1906, at 2 P.M., within his residence, "Craig Rynie," The Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED,

(All English, Shanghai and Local makes),

Comprising—

TEAKWOOD WARDROBES with GLASS, OAK and MAHOGANY CHEST-OF-DRAWERS and CUPBOARDS, DRESSING TABLE with GLASS, TRUNKS, MARBLE-TOP WASHSTANDS, TOILET SETS, TEAKWOOD EXTENSION DINING TABLES with ROUND WOOD COVERS, DINING ROOM CHAIRS, GLASS and CROCKERY WARE, CANTON CARVED BLACKWOOD DESK, EASEL and TEAPOYS, BOOK CASE, CARD TABLES, RATTAN CHAIRS, TABLES and SOFAS, &c. &c. &c.

Also

A large quantity of PLANTS in Pots; AND

One GENT'S BICYCLE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 30th November, 1906. [1159]

Notice of Firm.

WE beg to notify the public that we are carrying on business as COTTO-HAM and YARN DEALERS at No. 37, BONG-HAM STRAND under the style of SANG CHEONG FAT, and that all contracts for buying and/or selling Cotton and/or Yarn and all other mercantile documents relating to the business of our firm must bear the Chop of our Firm and the Signature of one of the partners whose names are mentioned below, otherwise the firm will not be bound or incur any responsibility thereby.

HO FOOK otherwise HO CHAK-SANG.

HO KONG TONG " HO TAI-SANG.

LO CHEUNG-SHIU " LO SAI-KI.

Hongkong, 30th November, 1906. [1152]

Consignees.

"S.S. 'POLYNESIAN'."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Malapan* and *Cordon*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 3rd December, at Noon, will be subject to rent and landing charges.

All claims must be presented to me on or before the 3rd December, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 3rd December, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 27th November, 1906. [11]

Consignees.

"S.S. 'POLYNESIAN'."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

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Hongkong, 28th November, 1906.

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"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, HAMBURG, ANTWERP AND LONDON.

THE Steamship

"MONTGOMERYSHIRE."

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Hongkong, 28th November, 1906.

AN AUTUMN BURNING.

The fruits are gathered, and the garnered fields lie bare and ridged to the sickling sun; the long glad labour of the year is done. Crowded by the increase, that the warm earth yields.

The sun his sceptre now no longer wields. Slowly the blue is shadowed over by dun. The mist grows ghostly with the blackbirds run. And, slowly spreading, all the landscape shields. So, mantling up her face, the close-veiled earth. Waits for the coming of the winter's breath. In her heart for that recurrent birth. That makes a sleep of her approaching death. Her labour done, she waits the best obeys. To wake again beyond the frozen days.

—Fall Mail Gazette.

THE CHEKIANG RAILWAY.

The ceremony of cutting the first sod of the Chekiang Railway took place at Chiangkai on the 14th ultimo and several congratulatory speeches were made by high officials and gentry of Hangchow to celebrate the occasion, a large gathering of officials, gentry and commonly being present. The opening speech was made by H.E. Liu Ching-tao, Vice-Director-General of the Chekiang Railway, the gist of which was to the effect that in the autumn of 1905, just a year from the day, an Imperial edict was issued granting the privilege of constructing the Chekiang Railway to merchants, this being evidently the desire of the people of Chekiang province. In spite of obstructions from without and slabs in the dark from within the scheme progressed with perseverance and energy crowned the work of the day in charge with success, so that they were enabled on this day to gather together and witness the opening of the work on the proposed railway. This success was due also in a great part to the firm support of the high authorities, supplemented by the protection loyally extended by the prefects and district magistrates, through whose respective jurisdictions the proposed Railway is to run, and the sympathy of the patriots and elders of the towns and villages with the movement. It now depends upon the efforts and diligence of the constructing staff and Directors of the Company to push matters to their successful termination, and the glory of such success belonged not only to the constructing staff but also to all connected with this grand scheme, from the highest to the lowest.

The next speech was that of Marquis Jui Hsun, the Tartar General of Hangchow, which was read out aloud by the acting Prefect of Hangchow, His Honour Siao To, who is a Tartar Bannerman of that city. The speech ran somewhat as follows:—To-day is the opening day of the work on the Railway whose lines are to cover the whole of Chekiang province, and I feel honoured to be invited by you gentlemen to be present on a glorious occasion like this. The control of the Hangchow Railway was at one time taken out of your hands, but fortunately your patriotism enabled you to fight for your rights and you laboured so successfully that you have got back the control of the proposed road and in two years' time have raised the necessary funds to engage engineers to survey the proposed line and purchase the land needed for it. You have laboured well and have, moreover, outlived jealousy and the malice of enemies, and so successfully that you are now enabled to select this day to inaugurate the construction of your railway. When in due time this province is covered north, east and west by a network of railways you all may well look to this day as the foundation stone of your patriotic achievements. But you are aware that in all things perseverance is the most important attribute to be desired. Things are easily started, but difficult to bring to a conclusion. It is therefore to be earnestly hoped that all of you who are working for the welfare of the railway must do so diligently and resolutely conquer all obstacles and difficulties lying in your way to a successful termination of your aims. Do not look for near gains; strive for the ultimate goal. The sooner you finish your railway for all Chekiang, the sooner will you be able to transport hither and thither the products of the whole province, and the sooner will the gentry and people of all Cheki

Intimation.



A. S. WATSON & CO., LIMITED.

REDUCED PRICES.

We beg to invite your attention to our Price List which is now being sent out. Please apply for a copy if you have not already received one. The reduced prices which take effect as from the 15th instant will be found to compare favourably with those of other stores in the Colony whether European or Chinese.

We have also just issued separately a new wine list with prices based on rate of Exchange now ruling, reference to which will show that substantial reductions have been made.

All prices are now strictly net.

A. S. WATSON & CO., LIMITED, HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 27th November, 1906.

[34]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSs. nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.50 per quarter is charged for postage.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 1, 1906.

THE PIOUS ST. ANDREW.

Yesterday, the 30th of November, was, as every person of education and discernment should know and appreciate, the feast-day of the pious Saint Andrew, Patron Saint of Scotland and all the Scots. As far as our limited knowledge of the good Saint goes, we can only recall the fact that he was really an Irishman, who was born during the latter half of the 9th Century, and migrated to Scotland, where he began and ended his life of proselytism. That the Scots adopted St. Andrew and subsequently made him their Patron Saint, shows that he must have been a very proper and popular kind of priest; but the adoption of St. Andrew by the Scots was only, after all, a kind of tit-for-tat for the adoption by the Irish of St. Patrick, who, for his part, was a Scotchman from Kilmarnock, the inference being that what Scotland lost in one way, she gained in another. St. Andrew moreover had not that gruesome habit peculiar to St. Patrick, of chasing snakes about the country of his adoption. From this we might very appropriately draw some inference as to the superiority of Scotch whisky for Irish immigrants; over Irish whisky for Scotch visitors,—but we refrain. St. Andrew is represented in art as a very venerable man with flowing white locks and beard, holding the gospel in his hand; and leaning upon a transverse cross. This portrayal of the Scottish Saint is, however, we think wrong, and causes him to be confused with that St. Andrew, one of the Apostles, who was subsequently crucified. In bonnie Scotland we believe, the feast

of St. Andrew is not kept with that vigorous regard, which has been paid to it in the East during the greater part of a century. The pursuit of the veritable Andruvian cult seems to have originated with that picked band of Scotchmen, who, in common with their English and Irish brethren, left their native land to serve under the aegis of old "John Company," in that golden and bejewelled chartered territory which has since become British India. In those days it was the custom in India,—for want of a better or more fittingly opportune occasion upon which the exiled Scot might meet his brother-Scot,—to make St. Andrew's feast the signal for a general gathering of the Clans, when the Macintosh might commune with the McTavish, and the McPherson with both, and all,—with the moderate means for feasting and merrymaking that they had, in those days of limitations, at their disposal, might toast the memory of their pious Patron Saint,—and each other,—until the opportunity should come round again the next year for doing the same thing again. This fine old custom has, in the course of nearly half a century, so ripened and spread, that from Aden to Yokohama, and from Vladivostok to Invercarigill, (N.Z.), the time honoured Saint-day has become the synonym for one of jovial junketing and open hospitality, such as only the Scot knows how to lavish upon his brethren and his friends when he sets himself the task of entertaining them. It has been prophesied that when some intrepid explorer shall finally succeed in reaching the North Pole, he will find sitting astride it a Scotchman, who will naturally have "got there first!" We sincerely hope that the intrepid explorer aforesaid may be lucky enough to make his appearance at the Pole on a 30th of November, for should this be the case, he will inevitably meet with a welcome so warm, that the ice in those parts will melt for miles in every direction. The Scotchmen who have come before us into the East, and who, thank Heaven, still continue to come, have in the majority of cases, proved themselves by their successes in finance, in commerce, and in Society, to be able to walk in advance of their less long-headed, more conservative and slower English and Irish brothers, and if these virtues be in any way due to the guiding influence of their Patron Saint, then, let us, we suggest, lend St. George and St. Patrick temporarily, say, to our Colonials, and enlist ourselves under the blue banner which bears the transverse white cross of pious St. Andrew.

LOCAL AND GENERAL.

TWO coolies were arrested by a *lukong* from No. 1 Police Station yesterday afternoon, for affixing a poster on the walls of the Naval Yard without permission. The poster in question related to a concert. They were placed before Mr. F. A. Hazeland, to-day, at the Police Court, and were each fined \$3.

LEAVE of absence to England on private affairs has been granted to Lieutenant K. W. Smith, Royal Garrison Artillery, from 21st December, 1906, to 20th June, 1907. Station leave of absence has also been granted to Captain Adjutant J. B. Cunningham, 3rd Middlesex Regiment, from 3rd December to 10th December, 1906.

A GREAT sensation was caused in New York by the publication in the *World* of a long, detailed statement purporting to prove that Mrs. Baker Eddy, the founder of the Christian Scientists, is dying from cancer, that she is virtually controlled by Mr. Footman, the secretary, and is impersonated in the public streets by another woman. The *World* wants to know how the immense sums of money accumulated by Mrs. Eddy, whose income is estimated at £200,000 yearly, has been spent.

A COOLIE was arrested in Bowen Road by the Wanchai Police at about half-past eleven o'clock last night carrying a chopper, which the police say was to be used for unlawful purposes. He was arraigned before Mr. F. A. Hazeland, at the Police Court, on a charge of carrying dangerous weapons, this morning, and the case was remanded. The police say that yesterday was a Chinese festival and that many women went to Bowen Road to worship. Last year a robbery occurred there, and they are of opinion that accused's intention was robbery when he went out with the chopper.

"No Native Sharebrokers admitted," is the intimation prominently presented to the eyes of any of that description who wish to gain an entrance into the office of a large mercantile house in Calcutta. The assistants, in their customary morning devotions, always pray "Lead us not into temptation; but deliver us from the evil one," and the above notice is looked upon by them as a direct answer to their petitions. The native sharebrokers, as a class are of the most trustworthy description; says *Capital*, but as to other share markets of the world there are a few land-sharks who prowl about any offices into which they can sneak to try and trap the inexperienced and unwary youngster into time bargains. To deal with these sharks is like playing against loaded dice. With these cunning ones it is always a game of "heads I win, tails you lose." Hence the altogether wise and protective notification above referred to.

ST. ANDREW'S BALL.

A BRILLIANT FUNCTION.

The 30th November is for all Scotchmen a great day, but particularly is it a great day for those Scots who have left the "Bonnie Land of Cakes" to sojourn in the East, even from Bombay to Yokohama.

In Scotland the New Year is the day of the three hundred and sixty-five which is held observed, but in India and the farther East, St. Andrew's day has, for some unwritten reason, perhaps from long custom, come to be recognised as the day of all others, upon which Scots may meet their brother Scots, when all social distinctions are cast aside, all "disabilities" buried, and when all the clans become as one great and undivided clan to celebrate the feast of their Patron Saint, as it is called in their Sassenach friends in a way that only the hospitable warm-hearted Scot knows how to do.

Other societies there are that entertain or not as the fit seems them, in a languidly "al fresco" "kindly-help-yourself-to-whisky" sort of style, but for sheer downright entertainment give, a give as the Scot. Having arranged his finances, he literally deluges the whole of the respectable world with cards, and when the willing guest has once entered his hospitable portals, he is pounced upon, and for one night at least, becomes the property of pious St. Andrew and his merry Scotchmen. One is the veritable "Aunt Sally" of their hospitality. Each Scot vies with his fellow to bowl their guest over with meat, drink and excitement; and if he rises, the next morning the victim of a bad head, he is thoroughly prepared to go and do the same thing again on the 4th,—should occasion offer.

We have never met a tired-looking St. Andrew's guest on the 4th of November yet, who did not look anxiously forward to tasting Scotch hospitality—and other things—a year later.

Last night's Ball was in no respect less successful than its brilliant predecessors. From the time one arrived outside the ball-rooms, where Chief Hough and his tushers received their guests, till the last richly creaked and groaned its weary way homeward,—which, by the way, was somewhere in the neighbourhood of 7 a.m. to-day—not a dull moment was spent.

Many of the ladies' dresses were beautiful, but as we do not possess a "Madge" upon our staff, we regret that we are unable to describe them.

The ball-rooms, however, what with the colours of the ball-gowns, the gold-laced uniforms of Army and Naval officers, and the kilt of many of the Scotchmen, gave the appearance of a human kaleidoscope. Though the rooms were rather too small for the large number of dancers present, we noticed no undue crowding, couples who had finished half their waltz, unselfishly sitting out the other half in order to let their less fortunate fellows take a turn.

At precisely 11 o'clock a movement was made in the direction of the theatre, where supper was to be served in two halves.

Piper Robertson headed the procession, with his pipes in full blast, and followed by Chief Hough with Lady Pigott upon his arm. Then came the guests of honour who were to sit, as pre-arranged, at the President's table, and then the hosts and guests of the first relay.

In the supper room the scene was a brilliant one, and one could hardly hear oneself talk for the sounds of the knives and forks, and the general laughter and jollity called forth by the spontaneous happiness of the occasion. The saddle of mutton and the turkey were dreams of fatness and tenderness, and only a "Chef" like him of the King Edward could have turned out in Hongkong such a "foie-gras en aspic" but when Piper Robertson played in that "Great Chieftain of the Pudden Race," the *Haggis*, borne round the room on the shoulders of two braw kilted laddies, the enthusiasm reached its height.

Everybody being helped to a portion of the "Pudden," the customary dram of whisky was served round to wash it down; and after a short interval Chief Hough, rising, asked for silence, and addressed those present as follows:—Ladies and Gentlemen, I ask you to kindly bear with me for a few minutes, while I briefly preface the important toast it is the wish of the Members of this Society I should propose. "He high and exalted position my fellow-countrymen have placed me in to-night recalls my early service days, years ago, when I was present at a similar although much smaller gathering, presided over by the then command officer of that gallant Cavalry Regiment so dear to every Scotman's heart, the "Greys," and at which a toast to the Regiment was proposed, when it was mentioned that although the Regiment was numerically designated the Second Dragoons they proudly bore an emblazoned on their Banner the Motto "Second to None." It is world's history how they have borne themselves up to their motto. Ladies and Gentlemen, succeeding generations of Scotsmen located in Hongkong have long adopted that motto and have always claimed and still claim that they are second to none in loyal allegiance to our well beloved Royal Scotsmen, I ask you and our guests here to-night to support me in maintaining that high ideal of loyalty by drinking a bumper in honour of the toast I have risen to propose, which is,—The Duke of Rothesay, the Lord of the Isles, and Grand Steward of Scotland, the First and greatest of Scotland's Chiefs. May long life and the best of health be vouchsafed to him and may he be long spared to guide our destinies. Brother Scots, Ladies and Gentlemen, 'tis most Excellent Majesty the King!

This eloquent and powerful speech of the President's called forth a burst of patriotic enthusiasm, such as we have seldom witnessed in our lives, Scots, Englishmen, Irishmen, Colonials and Foreigners alike, seemed to be taken with a fit of frenzied patriotism, and it was some moments before the assembly could be brought to order again.

The toast "To the memory of pious St. Andrew" was then drunk, as is usual on these occasions, in silence, and this done,

the Chairman again rose and said:—Scotsmen, to-day it has been my duty as your Chosen Chief to send and receive on your behalf whatever messages of fraternal goodwill may have been transmitted between our Scottish friends, near and far, and this Society, communications received being usually read out at this banquet. I cannot proceed with that part of my duties without expressing the deep regret of every member and guest also, at the absence from our gathering of His Excellency Sir Matthew Nathan. We owe and all deeply regret the accident His Excellency met with; we deplore the fact that it should have laid him low and express the earnest hope that he may be soon restored to robust health when we shall again have him with us, participating in our enjoyments, and taking the kindly interest he has always done in our fortunes and misfortunes alike. I am sure it would be against His Excellency's wish were I to dwell upon this subject, but I will take care later on that he is informed of the many feelings of profound sympathy that I have heard given expression to to-night. I now proceed to read out the telegrams received. Loud applause again greeted the President, who proceeded to read the telegrams which had been exchanged with St. Andrew's Societies in other parts, and an adjournment was then made back to the ball-room where to the strains of the excellent Band of the 3rd Middlesex, dancing was vigorously continued till the wee small hours of the morning.

With the sole exception that, perhaps owing to the hard times we are going through, one did not notice so many beautiful ball-gowns, among the ladies, as in former years, the ball was a most unqualified success, and Hongkong Society remains the debtor to St. Andrew and his devoted disciples for another charmingly hospitable night.

SHANGHAI DOCK AND ENGINEERING CO., LTD.

THE PROPOSED WHARF COMPANY.

The following circular has been issued to the shareholders of the Shanghai Dock and Engineering Company, Ltd.—

Shanghai, 24th November, 1906.

To the Shareholders,
Shanghai Dock and Engineering Co., Limited, Shanghai.

Dear Sir (or Madam),
In his speech at the extraordinary general meeting of the Shanghai Dock and Engineering Co., Mr. Taylor stated that the committee there appointed would, at the confirmatory meeting, report to you—

1st.—Whether the estimates and expenditure were within the mark.

2nd.—Whether the profits expected are likely to be realised.

3rd.—If the debenture money was likely to be forthcoming.

The committee are of opinion that the storage space of 2,700,000 cubic feet at the Old Dock and 3,600,000 cubic feet at the Pootung property (making in all a very large storage capacity) will be ample for all requirements to start business, and have ascertained that the estimates of £15,400,000 for building godowns with machinery for lifts, electric lights, rails trucks, etc., and £15,600,000 for similar purposes at Pootung, are confirmed by architects and engineers.

The Old Dock is intended for the discharge of lighters only and a system of cranes will be used for the rapid despatch of lighters both in discharging and loading. It is proposed that cargo be discharged wholly into the ground floor, which will be utilised as transit space, and taken to any floor of the 4-storied godown by means of cranes or lifts inside the building. This will obviate the necessity of coolies carrying cargo up and down steps and be the means of saving a great deal of time in handling, as well as reducing materially the cost of labour, which is by far the heaviest item in the working of a wharf. The fast discharge of lighters whereby they will be handed back to owners without delay will be the means of attracting a large amount of business especially from steamers discharging at Wopung.

All godowns will be built well above flood level and as it is proposed that all cargo on storage will be placed on the first and upper floors, the risk of flood to cargo on storage will be absolutely eliminated. The Old Dock is particularly well situated for the delivery of cargo, mainly on account of its close proximity to the Settlement, whilst it has a long frontage on Broadway, and the Keecheong Road runs the whole breadth of the property. Should it be found that the space is more than enough for requirements a part of the Broadway frontage could be utilised for shops and quite an addition to the income of this property be assured, provided that fire insurance requirements can be complied with. Whether it is expedient to fill in part of the Dock, leaving a waterway for lighters, or fill it in entirely to be covered by godowns, leaving the lighter to be discharged on frontage and on dock sills is a matter for further consideration, but in any event the expense is covered by the figures quoted.

The system of godowns at Pootung will be much on the same lines as at the Old Dock, the 4-storied godowns running practically the whole length of the wharf thereby reducing the distance from ship to godown to a minimum. The cargo will be distributed over the floors of these godowns by cranes or lifts. These cranes could be worked in the centre of the floors and carrying on each floor would also be much reduced. The whole of the wharves and godowns will be lighted entirely by electricity and in the event of busy times night work could be carried on with every degree of safety. A chief factor at this Pootung property will be to do away with the present out-of-date system of discharging coal into baskets to be carried by bamboo coolies some long distance. It is proposed to run light trucks from vessels' sides to the piles in open storage; the trucks to be lifted into and out of the hold by steamers and placed on the bogie to be run away. This will be a saving of tough labour, and it is anticipated

that the extra despatch given will influence support from agents of coal steamers.

The frontage at Pootung will take three of the largest ocean steamers alongside and the storage capacity there can be more than doubled should the requirements of the business necessitate it.

A number of Chinese houses which are included in the purchase of the Pootung property will materially add to the facilities for obtaining labour to work at the wharves and godowns, and should render the Company practically independent of labour from the Shanghai side.

Inquiries show that fire insurance risk will be accepted at the same rates as are current for all other godowns at Pootung.

Time.—The architects estimate that both properties can be earning money within eight months from date of starting building operations.

Earnings.—The welfare of a Wharf Company must depend entirely on the number of steamers that come alongside, and although it is impossible (especially before the Company has been floated) to give an idea of the support that will be forthcoming, the committee feel assured that with efficient and up-to-date management there will be little to fear on this account. Half the committee are identified with large steamers and others similarly interested maintain a very sympathetic attitude towards the scheme.

The total godown space on the two properties (taking cargo as stored 9 feet high only) has been given as 6,300,000 cubic feet and the average rate of storage is at least 14 taels, cents per cubic foot. It is considered that a conservative estimate on the average will be that half this space is always occupied and if the rate is also reduced by half (viz., three-quarters of 1 cent per foot) the annual income would be £15,300, more than sufficient for a 10 per cent dividend.

on shares	1,380,000 = 138,000
and 7 per cent interest on Debentures	1,200,000 = 85,400
	£223,400
Leaving a balance of	60,100

£223,400

which could be utilised for depreciation and if considered necessary the reduction of the debenture interest or the formation of Reserve Fund.

No notice is taken in these figures of the open-air storage, such as old iron and coal, and it is found the dues paid by vessels for wharfage, storing and delivering pay the working and other expenses of a wharf. The estimated earnings have been worked out in quite a different manner and also show a satisfactory result. The last time a public Wharf Company showed a working account was at the end of the year 1904, when the gross receipts were just 3 lakhs and net earnings were just 4 lakhs (since then storage rates have increased very considerably, but it is thought advisable to work on the old and lower figure). The New Company should be in a position to save 24 per cent. on the management expenses, and fully 74 per cent. by up-to-date appliances for handling cargo. Assuming, therefore, that this New Company only earns one-half of the Public Wharf Company's earnings of 1904, above referred to, viz. £1,400,000, it is estimated that 60 per cent. (or 240,000 taels) would be at the directors' disposal for distribution. It is also estimated that as the Company's property will be concentrated on two spots and not scattered in different parts of the river a saving will be effected in wages for superintendence.

During the last 10 years the import trade of Shanghai has more than doubled as shown by statistics published by the Imperial Maritime Customs, and there is no reason to suppose that this rate of progress will not be maintained. On this expansion of trade as well as on the foregoing facts the committee base their opinion that the scheme if carried out, will be a success.

Debentures.—The time, since the last meeting has been too short to definitely arrange this matter, but negotiations are proceeding and the committee hope for a satisfactory result.—Yours faithfully,

A. M. MARSHALL,
L. BRIDOU,
C. R. BURKILL,
HARRY DE GRAY,
W. H. BARHAM.

THE BRITISH FLEET.

AT MANILA.

The *Callaway*, of 27th ult., says:—The fleet of Admiral Moore dropped anchor in the Bay late last evening, too late for the ceremonies of the occasion. The British tars came ashore and paraded up the Escalita, escorted by the American Marine band to Hotel France and the Victoria Restaurant where they repaired to the Crapheum Theatre.

The failure of the British fleet to put in an appearance yesterday had the effect of delaying the programme arranged for a day. To-day the programme planned for yesterday will be given with just as much gusto.

The British fleet to-day will salute the port with a full salute of twenty-one guns. Fort Sanilago answering in kind. American flag ship *West Virginia* will reply with fifteen guns in honour of Vice-Admiral Moore. This salute will be returned gun for gun by the British flag ship *King Alfred*.

Official calls and visits between Admiral Moore, Governor General Smith, Major General Wood and Admiral Brownson will follow the salutes.

General shore leave will be granted in the afternoon and the car ride will begin at 4 p.m. as scheduled, with the banquet and show in the evening.

Admiral Brownson will dine Admiral Moore on the flagship *West Virginia* Wednesday evening, and on Thursday evening the crew of the *Pennsylvania* will give a minstrel show which had been planned for Christmas but was advanced a month for the benefit of the visitors.

The flagship *West Virginia* will champion the *Flagship King Alfred*, the *Marine* will pair with the *Danah*, the *Monmouth* is to be under the protecting wing of the *Pennsylvania*, and the *Admiral* will be shipmates with the *Callaway*.

TELEGRAM.

HONGKONG TELEGRAPH SERVICE. RETROCESSION OF NEW CHWANG.

TERMINATION OF MILITARY ADMINISTRATION.

[From Our Own Correspondent.]

Shanghai, 1st December,
1.15 p.m.

Negotiations for the retrocession of Newchwang have been concluded.

The Japanese Military Administration of the district terminates to-day.

TURF TOPICS.

ST. ANDREW'S STAKES.

The St. Andrew's Stakes was run off this morning at the Happy Valley race-course. The attendance was very poor, due, no doubt, to the bad effects of St. Champus. Country to expectations only eight ponies faced the starter, Mr. H. P. White, whose own pony, No. 19, proved an easy winner, thanks to the starting. The other ponies and riders were as follows:—Mr. W. J. Gresson on No. 5, Mr. C. G. Mackie on No. 39, Mr. W. J. Clarke on No. 37, and numbers 4, 41, 10, and 44 were ridden by native riders. The first saddling bell was rung punctually at seven o'clock, and by seven-thirty the riders were on the way to the post. The starting was unhappy, to say the least of it. After about five false starts in which the ponies were away fairly level, the red flag was dropped to absolutely the most ragged start that could have happened. No. 19 had at least five lengths the best of the field, and was never headed, winning very easily, the second pony running him to a length on sufferance only. Mr. Jupp's pony, No. 44, with a naive rider up, had his head turned the wrong way when the flag dropped, and not until the others were well over the Black Rock did he commence to move. The St. Andrew's Stakes of 1906 therefore was a fiasco pure and simple. The time taken to negotiate the distance—half a mile—was 1 min. 2 1/2 sec.

THE WEEK'S WORK.

This week's work on the turf proved more active than the two preceding ones. A good many of the subscription griffins were put to hard work, the majority giving their owners great satisfaction. One thing that appealed to me during my visits to the course is the conspicuous absence of the "man behind the watch," and I have naturally jumped to the conclusion that the time is as yet not ripe for these worthy "sports" to set to work.

The best moving ponies this week was Mr. H. N. Mody's No. 2, Dr. J. P. Jordan's Mr. G. C. Moxon's Mr. Marshall's black and Hon. Mr. W. J. Gresson's two Darby ponies, which arrived in the Colony but a few days ago. These two griffins—a bay and a dark grey—were sent over the quarter-mile distance together. Both animals have a very pretty style of moving, but the grey, especially, has a more taking style. Mr. G. K. Hall-Brutton's and Mr. J. Gray Scott's ponies I have not seen on the course for a while, and on inquiries being made by your humble servant I was given to understand that they received their medicine at night. Mr. Murray Stewart's animal has a fair style of moving, but as a judge of horsemanship he appears to me to be too much tucked up and lacking in flesh. The two Darby griffins of Mr. T. F. Hough, which arrived from Shanghai some days ago per steamship *Hanjiang*, I had the pleasure of seeing in going form the other morning. One of the ponies is absolutely in the rough, while the other appears to have done some work in Shanghai before. I have also not seen Mr. Williams's flyer on the course lately. Some evil-disposed person said he was a "gonner," a vulgar race-track term, but the truth of the matter is that the pony is being "physicked," Major Parker and Mr. C. G. Mackie's steel grey griffin is improving very much since last I saw him, a fact which would please the owners. Mr. Ellis Kadoorie's griffin, No. 23, an animal which is not at all bad looking, was put over a mile the other morning. According to my "ticker" the distance was dropped behind in 1 min. 21 sec., last quarter 34 seconds. This performance was done on the grass course.

A TURF ENTHUSIAST.

BWO DIVIDEND.

Messrs. E. S. Kadoorie and Company inform us that they are in receipt of telegraphic advices from Shanghai, informing them that the Ewo Cotton Spinning and Weaving Co. has declared a dividend of £15. 10 per share. The transfer books of the Company will be closed from December 10th.

SHIPPING AND MAELS.

MAILS DUE.

Indian (*Catharine Archer*) 3rd inst. 3 m.
German (*Bulwer*) 3rd inst. 3 m.
German (*Prins Eitel Friedrich*) 4th inst.
Indian (*Namang*) 5th inst.
American (*Hongkong Maru*) 9th inst.
Indian (*Kamung*) 14th inst.
The I. C. S. N. Co's s.s. *Namang* from Calcutta and the Straits left Singapore for this port on 30th ult., at 4 p.m.
The Java-China-Japan Line s.s. *Typhoon* left Kobe for this port on 21st ult., and may be expected here on 9th inst.
The N. Y. K. s.s. *Shinano Maru* American Line left Shanghai for this port on 29th ult., and is expected here on 2nd inst.
The I. C. S. N. Co's s.s. *Kamung* left Calcutta for this port via the Straits on 30th ult., and may be expected here on 14th inst.
The Imperial German Mail s.s. *Friedrich* carrying the German Mail left Bremen for Berlin on the 26th ult., left Singapore on 30th ult., at 8 a.m., and may be expected here on 4th inst. 4 p.m.

TELEGRAMS.

[Reuters.]

The Moroccan Question.

LONDON, 29th November.
The French squadron has not yet quitted the Toulon Roads, having been recalled by signals from the shore at the last moment on account of a telegram following upon the late Cabinet meeting. It is believed that the delay is owing to the absence of communications with Spain, where the Ministry, which has been hotly attacked for its aggressive policy in Morocco, has resigned.

Later.

The Japanese in California.

The report of Mr. Metcalf, the special commissioner, appointed to inquire into the Japanese grievance in San Francisco, has been submitted to President Roosevelt.

The report intimates that California will not brook any Federal interference, and will not yield on the school question.

The Government, recognizing its helplessness, is much embarrassed.

[A Tokyo dispatch states that the instructions by the Government on the 14th November to Viscount Aoki, Japanese Ambassador at Washington in regard to the San Francisco anti-Japanese agitation have not yet been presented to the U.S. Government. Viscount Aoki is awaiting a favourable opportunity for presenting these instructions. President Roosevelt being at present away from Washington.

On his return from Panama, President Roosevelt will receive the report of Mr. Metcalf, and the action to be taken by the U.S. Government will be decided on. Negotiations will then be opened between the Japanese Ambassador and the U.S. Government, and it is believed that Viscount Aoki will, on the opening of this conference, present the instructions he has received from the Tokyo Government.

—Ed. H. K. T.]

The Congo Free State.

A great debate has taken place in the Belgian Chamber, on the Congo Free State, arising largely from the British animadversions on the rule of King Leopold.

The Premier intimated that the annexation of the Free State by Belgium, was the ultimate solution of the question.

MACAO NOTES.

CHINESE MEDICAL PRACTITIONERS.

[From Our Own Correspondent.]

Macao, 29th November.
The members of the Chinese guild of medical practitioners here assembled at the office of the Procurator of Chinese Affairs and appeared to this official to be exempted from the payment of a tax imposed upon them by the Department of Finance, designated as "Industrial Licence." The grounds upon which they base their petition are as follows:—

(1) That hitherto they have not been taxed with any fee whatever for carrying on their profession; (2) That they are persons of very limited means, so that the imposition of a tax will cause them hardship; (3) That by the laws of the country they have no legal right to claim or demand any consultation fee from their patients or for anything done in connection with their practice; (4) That during the plague epidemics they had voluntarily offered and gratuitously rendered their services to the Chinese Hospital and had performed there the work of a lazarist.

The Procurator, in view of these circumstances, promised that representations shall be made for the favourable consideration of the authorities and he will exert all his efforts to obtain for them the relief they seek.

STREET LIGHTING.

After repeated light attempts and months of delay most of the streets here have at last been lighted with the electric lamps for the past few nights, but there is still much to be desired. The installations to private residences have given somewhat fair results though there are no signs yet of the arc lamps along the Praya Grande beyond the iron posts and wires. The menacing dangers of the uncovered wires fixed to low walls and posts are causing much apprehension as a casualty attended with loss of life on account of contact with the wire, when the current is turned on, has already occurred here some time ago.

THE HARBOUR MASTER.

The King of Portugal has promoted Captain of the Fleet, Albano Alves Branco, our distinguished Harbour Master, to be Rear-Admiral, and this gentleman will proceed shortly to Lisbon to assume the post of director-in-chief of the Royal Naval College.

CLAIMANTS WANTED.

OVERCOATS FOUND BY THE POLICE.

While Police-constable 74 Cooper was on duty in Queen's Road West, near the International Hotel, at about six o'clock this morning, he saw a coolie making in the direction of Tai-ping-shan with a bundle of clothing under his arm.

"Here," said the constable, approaching the coolie, "stop!"

But the coolie started to run. The officer gave chase and captured the man before he disappeared into a side lane.

"What have you got there?" he asked, pointing to the bundle.

"Nothing," replied the coolie calmly. He was asked to open the bundle, which he did, revealing two brand new overcoats of a dark texture and a pair of American brown boots.

"I see," the policeman remarked, "you have just returned from St. Andrew's Hall?"

The coolie said he had not been within 100 yards of the City Hall.

"Then come with me to the Central Station," put in the constable, invitingly.

On arrival the coolie declared that he picked the bundle up on the *Shun Lee's* wharf, Inspector Smith examined the overcoat and found a mark on one, which was as follows:—

"J. C. C. Eberhart—Hamburg." The coolie, who had a previous conviction, he being found on the roof of Queen's Building at three o'clock in the morning not many weeks ago, was placed before Mr. F. A. Hazledorn, this morning, at the Police Court, on a charge of unlawful possession.

The defendant informed the court that he wanted to go and call somebody who could speak on his behalf. Lukong 299 was despatched with him. When the coolie got to the Praya, near the *Shun Lee's* wharf, he asked the looking by the queue and jumping into the harbour pulled the looking in with him. The policeman struggled with the man in the water and after a time succeeded in getting him ashore, with the overcoat in a terrible condition. He was promptly returned to the Magistrate and the case was remanded, his Worship giving the police instructions to see the secretary of the St. Andrew's Society with a view to getting claimants for the goods found in defendant's possession.

THE SHANGHAI INTERNATIONAL WALK.

THE ENGLISH TEAM VICTORIOUS.

Once again the International Walking Match excited keenest interest and yesterday morning, says the *Shanghai Times* of 26th November, a large throng of spectators gathered at the corner of Carter and Avenue Roads to watch the start of the six teams and individual walkers.

The walk itself did not attract as many competitors as last year when there were 46. Training all round, though, was perhaps keener and, for obvious reasons, the principal competitors kept their training news to themselves, the interest taken by the public of Shanghai was intense. Many enthusiasts followed the walkers in every description of vehicle from motor cars to cycles and even jinrickshas, and many were mounted on ponies.

The start was made at 8.05 a.m. in a miserable drizzle of rain, and the roads were all 'quichy' with mud. The greater part of Avenue Road was lined right from the start with spectators and all the principal corners were gay with excited traffic. The motors were perhaps less obstructive this year and their help was considerably appreciated by the walkers in many instances. 'It may be said in praise of the sportsmanlike carefulness of the public, that the walkers were given a very clear course, although at the Brennan Road corner a restive pony nearly backed into a bunch of walkers, and a thick-headed maoon cut in the way with a phaeton.

The course throughout was flagged by Doctor Fresson and Keylock, with the assistance of several members of the Light Horse.

Mr. W. J. B. Carter very kindly lent his house to the Committee and members of the teams and their friends.

Only six national teams entered this year:—English, French, Scotch, Portuguese, Irish and Austro-Hungarian. There were no Norwegian, German, Danish or Dutch teams; and conspicuous by their absence once more were any teams representing America or the British Colonies.

Ten men entered for the individual prizes and the best showing was made by a youth of only some fourteen or fifteen summers, who came in sixth, with G. A. Turner some three minutes behind him.

There were only twelve reserve men entered, and out of these no less than seven men scratched, viz:—C. Diniz (Portuguese), B. C. Thompson (English), M. Gibson (Irish), C. Berthel, G. M. Berthel, F. Schramek and P. Flic (Austro-Hungarians), E. Cons, French Reserve, was called upon to walk for the French team in line of P. Servanin, who was laid up with a sprained ankle.

Only one man scratched in the individual contest—Mr. F. Martin. There were thus only thirty-seven starters out of forty-six entrants.

At eight and a half minutes past a.m. the starter, Mr. S. W. Pratt, gave the word "go" and Webb set the pace with Marges in hot pursuit, both going at a tremendous rate with Young following up, and the remainder all hunched together. Entering the Jesfield Road Webb still led with Young in second place and Marges third.

About 8.16 a.m. Webb and Marges were sighted, coming for the Brennan and Jesfield Road corner. Webb, the Englishman, and a very hot favourite, rounded the corner two lengths ahead of Marges, both going with great swing. Higgins, Irish, was next about five minutes behind as third. Webb's and Marges' time for the distance was 14 min. 14 3/5 secs. Higgins' time was 19 min. 25 1/5 secs. Next to come along were Featherstonhaugh, English, and J. W. Cameron, Scotch. The former going very easily indeed. Then came Young, Irish, Aissel, individual, C. Collico, Portuguese, W. L. Gerrard, English, the latter ninth man. Maguire, Irish, and T. Wade, individual, followed strung out, as also were the following:—L. Wade, individual, Lucas, French, C. Blum, French, G. A. Turner, individual, and J. O'Toole, Irish, the latter two looking very fit.

A distance behind came H. Cumming, indiv., V. Teste, M. J. Collico, Portuguese, A. R. Voorens, English, F. M. Almeida, Portuguese, W. A. Roberts, Scotch, F. Fischer, Aust-Hung, C. H. Sopher, individual. Then about a minute behind were E. Cons, French, and C. Mills, Scotch, together; F. D. Guedes, Portuguese, and P. Lavelle, individual, together; J. H. Collignon, indiv, and C. Chichen, also together. Strung out well came A. Collico, indiv., R. W. MacCabe, indiv., B. Greiner, Austro-Hung, and P. Vein, Austro-Hung. A minute behind these the rear was brought up by A. S. Remedios, indiv., E. Almeida, indiv., and last H. Burda, Austro-Hungarian.

Pacemakers were allowed to join in at this point.

At Brennan and Rubicon corner Marges had a lead of six yards from Webb, with Higgins in third place labouring in the very heavy mud most sadly. It may be mentioned here that the whole road from the entrance to Brennan Road and all the way along to the beginning of Route Pichon was a horrible sticky quagmire and frightfully heavy for walking. The order after Higgins was Featherstonhaugh, J. W. Cameron, Young, Gerrard, Tisel, T. Wade, J. B. Lucas, Maguire and C. Collico.

A large crowd had assembled by about 9 a.m. at the Hungjao and French Siccawel Road corner and about 10.3 a.m. in the distance Webb, Marges and Featherstonhaugh were seen coming at a jangling pace. Webb rounded the corner, looking none the worse for his tramp, slightly ahead of Marges by about 20 yards, with Featherstonhaugh close up. Then nearly two minutes after came Cameron with Gerrard about a minute behind. Next came Lucas, Turner, Tisel and T. Wade with O'Toole a long way behind. Blum, Morris and Young came together with C. Collico, and Maguire also together about twenty yards behind. The last man passing Nanyang at 10.16 a.m.

Entering the Route Pichon and nearing the Say Zoong stables Featherstonhaugh went up to second place with Marges leading and Webb dropping back into third place and two lengths behind. Cameron was still sticking to fourth

place with Gerrard coming up well to him on the hard ground. Marges was showing signs of exhaustion here. A plucky youngster, T. Wade, had now come up into sixth place and looked the fittest of the lot. Turner followed him as seventh man and going in great form with Lucas close on his heels but looking very much the worse for wear.

Here all pacemakers had to drop out and leave the men to proceed alone down the Avenue Paul Brannet, through the Route des Soeurs and Yates, Weihaiwei and Mohawk Roads to the finish on the Race Course.

The last stage of all was on the grass track in front of the Grand Stand where the crowd was so great in spite of the weather, that the rails on both sides of the grass course in front of the Race Club's enclosure were packed with people. The Grand Stand was also thick with onlookers, and excellent as the arrangements were people had to scramble for places from which they could view the arrival of the winners.

About 10.47 a.m. a great shout and cheers went up for the first man on the green, and to the astonishment of not a few it proved to be Featherstonhaugh, English, who had snatched the lead from Marges and was pedalling away as if it was no trouble at all. He was greeted by tremendous cheers and passed the post a winner in the excellent time of 17.7 miles for the whole course of 17.7 miles.

Marges, French, was next and he also came in for hearty cheering. He looked completely done up. Then came Webb, English, not looking too well on the hot pace he had made with Marges. Next in was Gerrard who was also met with rousing cheers and applause. This looked all over a win for the English team, and all eyes were anxiously looking for the arrival of the fourth Englishman, and hopes began to sink when J. W. Cameron, Scotch, T. Wade, individual, E. A. Turner, individual, and J. B. Lucas, French, turned up in the order named. Then, at last, along trudged the much wanted man A. R. Moore, English, and this gave the English team a solid victory as only two of the French had arrived home. It was now that excitement ran high as to which team would obtain second place. J. O'Toole was the first Irishman in and Maguire next. Young having thrown up the sponge in the Hungjao Road, the Irish team were thus disqualified.

The Portuguese team then equalized with the French with Mr. J. and C. Collico, who walked in step together as if on the march. The nineteenth man Almeida made the Portuguese team one ahead of the French, but Blum walked in soon after and E. Cons came soon after giving the French team second place. W. A. Roberts was the second man in for the Scotch team as 9th with Mills 15th and Chichen 19th giving them third position for team prizes.

In regard to the walk being such a success one must not forget the indefatigable Hon. Secretary, Mr. W. J. Turnbull, who has worked hard almost night and day to bring the walk to the brilliant success it was yesterday and he will no doubt feel considerably gratified at the satisfaction expressed by all for the really thoughtful and complete arrangements made for witnesses to this now popular annual event. Dr. Keylock, Dr. Fresson, Dr. S. W. Pratt and all the lineamen, together with the Judges and Referees did splendid work while the walk was in progress and contributed their quota in getting everything off without a hitch. Mr. Jackson of the Horse Bazaar was here, there and everywhere, providing refreshments to those pedestrians who were in distress and his kindness was greatly appreciated. The Race Club also did their share by kindly granting the use of the grand stand and enclosure.

At the conclusion the prizes were presented upon the lawn, to the successful competitors. The presentation was made most gracefully by Mrs. H. Keswick, wife of our chairman of Municipal Council, after which the lady was presented with a very handsome bouquet of flowers, and three rousing cheers for Mrs. Keswick were most heartily given, winding up with the inevitable "tiger." The Committee have not yet decided upon the veteran's prize, but the juvenile prize went to young J. I. Wade.

The following is the official list as the men were timed in:—

	Time	Sec.
1—W. S. Featherstonhaugh Eng.	2.45	0-3/5
2—C. Marges Fr.	2.45	9-1/5
3—N. Webb Eng.	2.45	45-1/5
4—W. L. Gerrard Eng.	2.48	43-1/5
5—J. W. Cameron Scotch	2.50	05
6—T. Wade indiv.	2.52	30-1/5
7—G. A. Turner indiv.	2.55	34-1/5
8—J. B. Lucas French	2.57	55
9—A. R. Moore Eng	2.58	55-1/5
10—L. Wade indiv.	3.00	54-1/5
11—J. O'Toole Irish	3.01	41
12—W. A. Roberts Scotch	3.01	24
13—C. Maguire Irish	3.01	29-3/5
14—A. Collico indiv.	3.02	09-1/5
15—W. Tessel indiv.	3.03	08-3/5
16—M. J. Collico Portuguese	3.03	42-1/5
17—C. Collico Portuguese	3.03	42-1/5
18—V. Teste indiv.	3.04	15-1/5
19—F. M. Almeida Portuguese	3.04	43-1/5
20—G. Blum French	3.07	29-2/5
21—C. Mills Scotch	3.09	25-1/5
22—E. Cons French	3.10	45-4/5
23—F. D. Guedes Portuguese	3.11	17-1/5
24—B. W. MacCabe Irish	3.12	15
25—B. Greiner Austro-Hung	3.12	29
26—C. Chichen Scotch	3.12	31-2/5

Time limit three hours and three quarters. This was not approached, the walk considering the nature of the ground being done in particularly good time.

The competition for team prizes worked out as follows:—

	Points
1—English...	1 3 4 9-17
2—French...	2 6 14 16-38
3—Scotch...	5 9 15 19-48

Portuguese... 11 12 13 17-53

The following composed the winning teams:—

1st—ENGLISH
Messrs. W. R. Featherstonhaugh, N. Webb, W. L. Gerrard and A. R. Moore.

2nd—FRENCH
Messrs. C. Marges, J. B. Lucas, G. Blum and E. Cons.

3rd—SCOTCH
Messrs. J. W. Cameron, W. A. Roberts, C. Mills and C. Chichen.

The first twenty men in received individual prizes and their order can be seen by the official list of the walkers.

ALLEGED OPIUM DUMPING.

THE BITE BIT.

Yesterday afternoon the excise-officers of the Opium Farmer, by virtue of a warrant, raided a certain house in Des Vaux Road Central, where they had learned illicit opium was secreted, and having searched the house from top to bottom, without result, they asked the man who had accompanied them over the house for the master of the establishment in question.

The worthy guide replied that he would go and find the house-holder, but after a few minutes of absence, returned, saying that he regretted to inform the excise-officers that his master had been called away upon important business.

The officers then proceeded back to the Central Police Station, where they arrived just in the nick of time, to overbear a glib-tongued Chinaman reporting to the inspector on duty that some evil-disposed person or persons had, with felonious intent, deposited opium in a house in Des Vaux Road Central, and the number of the house he mentioned coincided exactly with the house they had just visited and left empty-handed.

The informer was thereupon invited by the police to tarry with them awhile, and so give himself an opportunity of thinking matters over, and deciding if he had not made some slight error in conveying his original information to the inspector.

Upon further mature reflection, this man decided that he would prefer to amend his original statement, and ultimately made a confession to the effect that the gentleman who had at first so kindly received the visiting excise-officers, and acted as guide, philosopher and friend to them, and who had subsequently so eagerly sought for, and been unable to find, the master of the suspected house, was none other than the worthy house-holder himself.

From the history which was then unrolled by the informer, it appeared that, when the bland house-holder volunteered to go and look for himself, he had the illicit opium concealed about his person, and when he went downstairs, gave the opium to a friend, asking him to oblige him by going to the Police Station, and notifying the gullible officers there that illicit opium had been dumped by some evil-disposed person or persons in his house, in the telling which taradiddle the unfortunate friend was enmeshed and bagged.

Having got all the necessary information out of this innocent, the police released him with a warning not to do his friends' dirty work again, and immediately thereafter, the householder and another *foke* were arrested, and being accommodated with free apartments during the long watches of the night, were introduced this morning to Mr. O. A. D. Melbourne, when that gentleman cordially invited them to contribute to the revenue of the Colony the sums of \$40 and \$2 respectively.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadonnie & Co. write on the 30th ult.—There has been a little more activity in the market and a fair business has been done, especially in Indo-China with the Northern Port.

Banks—Hongkong and Shanghai Banks have been sold at \$805 at which rate they close weak. The London quotation is £93 1/4 od. Nationals are unchanged.

Marine Insurance—Unions, after offering for some time at \$770, have changed hands at \$762 1/2. Yangtzes have declined to \$160. Canons are steady at \$300.

Fire Insurance—China Fires have sellers at \$55 and a small lot has been fixed at \$64. Hongkong Fires are firm and sales have been reported at \$335, the stock closing in demand at this figure.

Shipping—Hongkong, Canton and Macao Steamboats are offering at \$27 1/2. Shell Transports can be had at 31 1/2. Indo-China have advanced to \$80 after sales at \$79 1/2. Star Ferries have buyers at \$56 and \$57 1/2 for the old and new shares respectively.

Refineries—China Sugars are quoted at \$141. Luxons are unchanged. Perak Sugars have advanced to Tls. 90. In the report of the directors of this company for the 13 months ending August 31st, 1906, just issued to shareholders, the profit and loss account, after allowing for interest on debentures, and the managers' commission of 2 1/2% on the working account balance, shows a credit balance of Tls. 36,935.24, which the directors propose to divide as follows:—To pay a dividend of 8% Tls. 4, per share, absorbing Tls. 28,000, and to carry forward the balance of Tls. 8,935.24.

Mining—Chinese Engineerings have been dealt in to a fair extent at \$144. There are buyers at Tls. 10 1/2 in the North.

Docks, Wharves and Godowns—Kowloon Wharves have improved to \$90, at which rate they are in demand. Hongkong & Whampoa Docks are offering at \$150. Shanghai Docks have fluctuated between Tls. 107 and Tls. 105, and there are buyers at the latter price. At the meeting held on Tuesday, the 27th instant, to confirm the resolutions passed at a former meeting for the formation of a new Wharf & Godown Co., to acquire certain portions of the Shanghai Dock Co.'s property, the resolutions were carried, 23,238 shares voting for, and 2,793 shares against. Hongkong Wharves are slightly better and have been sold in the North at Tls. 228. Vulcan Ironworks are quoted Tls. 560 sellers.

Land, Hotels and Buildings—Hongkong Lands improved to \$105 in the early part of the week, but at the close reacted to \$104, at which rate shares can be placed. Humphreys Estates are obtainable at \$112. Hongkong Hotels are unchanged.

Cotton Mills—Ewos have advanced to Tls. 70, at which rate they are offering. International have improved to Tls. 65. Loan Kung Moys and Soys/chees are in demand at Tls. 90 and Tls. 330 respectively.

Miscellaneous—China Providents have changed hands at \$94 and \$94 1/2, closing with buyers at the latter figure. Green Island Cements are wanted at \$19 1/2. Hongkong Electric are inquired for at \$15. Ropes can be placed at \$22. Langkats have not changed, and are quoted at Tls. 237 1/2. Sumatras have sellers at Tls. 90. Steam Waterboats have found buyers at \$73. Watsons have been sold at \$11.60 ex the dividend of 40-cents per share paid on the 28th inst., and there are further buyers at \$112.

YARN MARKET.

In their report dated 30th instant, Messrs. Phirosha B. Petit & Co. write:—Our last report was dated the 16th inst., the eve of the termination of the second of the concessions granted to dealers by importers whereby sales on the part of the latter were absolutely suspended for the three months previously. As predicted, upon the re-opening of the market on the morning of the 18th inst. brokers displayed unwonted activity in behalf of their constituents—the importers—almost all of whom had placed instructions with their intermediaries with a view of quitting their holdings. With a knowledge of the depleted condition of the purses of most dealers, importers, though eager sellers, would only sell to firms of substantial means capable of taking immediate delivery so as to enable the maximum advantage to be taken of the comparatively higher exchange ruling at the moment. Under the circumstances, and with the limitations placed upon the brokers, it is conceivable that sales reported are practically nil.

The antiipation of a brisk demand upon resumption of business has, unfortunately, not been realised owing to the continuance of harvest operations in some of the consuming districts and the failure of the rice crop in others. Business has also been checked by the conspicuous absence of yarn speculators. The only operators at present are genuine buyers from whom the element of speculation is wholly eliminated.

Since the issue of our circular of 24th August last prices show a heavy decline. In No. 102 the quotation has receded from \$12 to \$18 per bale, while in No. 202 the drop has been one of from \$8 to \$12. The reported sales are confined to selected threads only.

In the absence of any actual transaction it is difficult to establish absolutely accurate quotations of various threads; those stated in this circular must be considered more or less nominal, since no business has taken place at the respective figures mentioned.

In our opinion there appears to be no local factor capable of bringing about a material amelioration in the deadlock in the market caused by the severe reverses to practically all the leading yarn merchants in the Colony. Bombay can, however, come to local dealers' salvation if only mill-owners will arrive at a common understanding to work short time and, consequently, considerably reduce their combined output for, say, a period of at least six months when the glutted condition of the China market will have had time to absorb the major portion of the over-supply wherewith it has been cumbered as a result of the over-speculation that had been indulged in for some time. With a curtailment of supply from India there should be some hope of prices regaining their former high level when the worst of the crisis is tided over.

The Market closes quiet.
Arrivals:—Per steamers *Gregory Ahear*, *Sulung* and *Laiwan* (from Calcutta), and steamers *Duranta*, *Frans Ferdinand*, *Colombo*, *Mary*, and *Deli* (from Bombay) of about 10,000 bales for this port.

Shipments:—To Shanghai and other ports about 2,000 bales.

Uncleared Stock:—About 37,000 bales.

Unsold Stock:—About 170,000 bales.

Exchange:—We quote, to-day, as under:—
India T.T. at Rs. 168 1/2 per cent.
Demand " 169
London T.T. " Sh. 2.33 1/2=\$
Demand " 2.35 1/2=\$
Shanghai " Tls. 72 1/2=\$100.
Silver " 32 1/2 p. oz.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	2/3 3/16
Do. demand	2/3 1/2
Do. 4 months' sight	2/3 11/16
France—Bank T.T.	2.86
America—Bank T.T.	55
Germany—Bank T.T.	2.32
India T.T.	168 1/2
Do. demand	169
Shanghai—Bank T.T.	72 1/2
Singapore T.T.	24 1/2 prem
Japan—Bank T.T.	111 1/2
Java—Bank T.T.	137

Buying.

4 months' sight L/C	2/3 1/2
6 months' sight L/C	2/3 1/2
30 days' sight San Francisco & New York	56
3 months' sight do.	56 1/2
30 days' sight Sydney and Melbourne	2.41
30 days' sight France	2.31
6 months' sight do.	2.32 1/2
4 months' sight Germany	2.38
Bar Silver	32 1/2
Bank of England rate	6 1/2
Sovereigns	8.77

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THE New Twin Screw Steamer

"KWONG TUNG" 1,138 H. W. WALKER.
Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.
Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unequalled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$5 (Servant excluded).
Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO.,

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, DECEMBER 1, 1906.

THE CROWN AGENT SYSTEM.

(26th November.)

It is as refreshing as it is unusual to learn the convictions of an ex-official, who climbed to one of the highest offices in the service of his country, on the subject of Crown Agents; and it is instructive to understand the opinions of one so well fitted to criticise their operations as Sir Frank Swettenham, who retired from the position of Governor of the Straits Settlements only a few years ago. The Crown Agents have come in for much adverse comment from the press of the Crown Colonies in the East, but those gentlemen who form that mysterious body in London have quietly proceeded on their way, interfering on all possible occasions with the affairs of the Colonies. In his official capacity, Sir Frank Swettenham was compelled to acquiesce in the actions of the Crown Agents and to leave unheeded the protests of the community, but now that he has shaken off the shackles of his office he has made it abundantly plain that he agreed with the man in the street as to the undesirability of bowing to the will of the Crown Agents. That a few gentlemen, who are doubtless well-meaning in private life, should to a large extent meddle with the finances of a Colony ten thousand miles away is absurd, especially as these individuals have the most elementary knowledge of the needs of the colony in question. Their ignorance of local conditions is usually abysmal, for it does not seem to be anybody's business to enlighten them, with the consequence that they generally play ducks and drakes with every scheme which passes through their hands. In his latest book Sir Frank Swettenham notes that Crown Colonies are not supposed to possess engineers qualified to construct railways, with the result that the Crown Agents, who are always in evidence when there is any money to be expended, hand over the work to their own consulting engineers. That the work costs a hundred per cent. more than it would have done had the work been left to local enterprise, that it occupies a longer period, and that it is usually unsatisfactory when it is finally completed does not affect the Crown Agents in the slightest degree. "However much the time, or the estimated cost, of the work is exceeded, no one is responsible." The Secretary of State, of course, only insists on the system; beyond that he washes his hands of the matter. The Crown Agents have clearly nothing to do with it: the whole business only gives them trouble. The consulting engineers cannot be held responsible if there is more sun than they expected at any particular time; nor are they held responsible if their representative in the Colony finds it impossible to get labour, or sleepers, or any other local commodity at the prices named in the estimates. Of course that is all common knowledge to the inhabitants of Crown Colonies, but it is well that the absurdity of the system should be exposed by an authority such as Sir Frank Swettenham may be considered. While the local government is not considered in a position to undertake or carry out its own reforms, the Crown Agents arrogate to themselves a breadth of vision which falls little below omniscience. They appoint their own consulting engineers who are, of course, expensive gentry, and they in turn hold themselves responsible to nobody, even going the length of officially passing as satisfactory the work of their own employees. It is little wonder that the ratepayers who find the money for the Crown Agents should strenuously object to the continuance of such a wasteful and extravagant system, but it does not seem to be anybody's business to put an end to it. Time and again the blunders made by the Crown Agents have been ventilated in the columns of the Press, but nothing has resulted and nothing seems likely to result unless the Crown Colonies take united action to secure the abolition of this anomaly in government. Sir Frank Swettenham has laid bare the ridiculous position of Crown Agents and we can only trust that his words will be read in the quarter most concerned and effective steps adopted to deal with the evil. He says sarcastically that: "It might almost be added that, unless a man believe in the system faithfully, he cannot be saved." Evidently the writer was past salvation even when in Singapore, and it is equally evident that he was on the side of the people all the time, although muzzled by the galling chains of office.

MISAPPLIED LENIENCY.

Readers who are directly connected with the shipping of the port and especially captains and officers of vessels engaged on the coast trade, will note with unfeigned surprise the extraordinarily lenient sentence imposed on a Chinese quartermaster who assaulted the chief officer, insulted the master, and endeavoured to incite the crew to mutiny. The incident occurred on the high seas while the vessel was on her way to Hongkong and there does not appear to have been a single extenuating circumstance in favour of the quartermaster. He shammed sickness and when offered medicine refused to take it. Then he declared that he would not work and enforced his argument by striking the mate over the head with a telescope. Finally he called the captain a derogatory epithet and sought to entice

the sympathies of the crew by pretending death. Here was a case one would have thought where the accused should have been visited with the utmost rigour of the law. As it is he has been sentenced to one month's imprisonment, which is absurd for such offences as were alleged against the refractory quartermaster. The captain confessed that he was afraid to put the man in irons lest he should jump overboard, when the crew might possibly have trumped up a charge of manslaughter against him, as it is alleged, was done in a case which occurred some months ago. Then, again, if the man had been locked up pending the arrival of the ship in Hongkong it was not at all certain how the remainder of the crew would act. These are some of the disabilities under which masters of vessels trading on the coast have to face, but they are only a tithe of the conditions which prevail. It is all the more evident, therefore, that when a serious case does occur, the master and officers should be strengthened in enforcing discipline on board the vessel and in making the native crews realise that they cannot object to lawful commands with impunity. A month's imprisonment is no punishment whatever for assault, etc., on the high seas. Cases innumerable could be quoted to show that European sailors have been sentenced to longer terms of incarceration for offences which were comparatively trifling and certainly bore no comparison to the case under review. When European seamen were arraigned before the Court during the period of the Russo-Japanese war and charged with refusing to proceed to Vladivostok they were promptly consigned to gaol for six weeks. Yet, as was proved over and over again, these men had just cause to allege that their cargo was considered contraband by the belligerents and their lives would have been in jeopardy had they proceeded to the Russian port. Moreover, the seas were strewn with mines, and even if the men had been willing to obey orders and risk capture or death they still had their families at home to consider. They got no sympathy from the Court but were bundled off to prison like so many malefactors. A sailor on arriving at Hongkong after a prolonged voyage is apt to let loose the reins of self-restraint and indulge in what is picturesquely described as a "jam-boree" whereupon he is promptly locked up and kept under lock and key until his vessel sails, which may be a week or a month hence, or in the case of a sailing ship it may be months hence. Besides, the men have usually to forfeit their pay. But the Chinese quartermaster who escaped the charge of murder by a mere fluke and endangered the safety of the vessel is treated with the utmost leniency, and it is impossible to believe that he yet realises the extent of his offence, or that others will be deterred from similar on-goings through fear of the consequences. It was a mistaken course followed by the Court to neglect the opportunity of pressing on the accused and others of his kind the retributive powers of the Court, and its desire to support the master and his officers in their effort to maintain discipline on board ship.

THE INTERNATIONAL WALKING MATCH.

A correspondent who has been following the trials for the international walking match at Shanghai writes suggesting that Hongkong should follow the example of the Northern Settlement and establish a similar annual competition in this Colony. Although Hongkong is not quite so favourably situated for such athletic exploits as Shanghai periodically indulges in, there is no reason why an event of international interest should not be arranged by the sports-loving section of the community. To begin with, a walking competition need not be confined to any class in particular, the only requirement being that the teams shall be representative of different nationalities. The sports in which a variety of people can take part are comparatively few in Hongkong, and there are no sports which are open to all and sundry, but in a walking contest there would be none of that class exclusiveness which frequently mars sporting events in Hongkong. Only a limited section of the people can afford to take part in the horse-racing, while other games require previous experience and some measure of special skill. Moreover, the majority of the games are calculated to bar the young foreigner who knows nothing of the delights of cricket or football and has no opportunity of extending his knowledge of other pastimes beyond the most rudimentary forms. The enthusiasm which has marked these walking competitions in Shanghai affords the belief that similar popular approval would be manifested were the idea taken up in this Colony. It is only necessary that there should be no attempt to restrict the number of entries. During the past few weeks Shanghai has been entertained by the spectacle of scores of youths and men grimly walking as hard as they can in the hope that their muscles—which have become flabby by long vigils at the office desk—may be hardened to enable them to win honour for the nationality they represented, and now that the race has been decided there is no doubt great jubilation in the English camp. The course was about 18 miles in extent and before a man can proceed over that distance he must have put in a fair amount of training, which is wholly beneficial for the individual and the community. In the interim, the various nationalities are brought together, with the result that mutual esteem is established and a better opinion of each other fostered and encouraged. Our correspondent writes

of the details and there seems no reason to doubt the popularity which would attach to such an event. It only requires the co-operation of a few active sports to give the scheme a start.

SUPPRESSION OF THE OPIUM HABIT.

(27th November.)

Tentative steps have been taken by the Chinese Imperial Government to secure the suppression of the opium habit among the subjects of the Middle Kingdom and thereby to pave the way for the reciprocal proposal of the British Government to prohibit the exportation of the drug either in the form of prepared or raw opium from India to China. There were serious doubts in the minds of those who regard the question from a dispassionate and fiscal point of view—as against those who are fanatical on the subject—as to the bona-fide intention of China to support a scheme having for its object the abolition of the use of opium. Every year large areas in Yunnan and the north-west provinces have been brought under the cultivation of the poppy, and the suggestion was freely made that China, in officially acquiescing in the views of Great Britain as expressed by Mr. Morley's statement, simply saw an opportunity to increase the value of Chinese opium at the expense of India. Considering that the majority of people in China are addicted to the drug in one shape or another and to a greater or less extent, it is obvious that the difficulties which confront any reformer in China in restricting the importation, cultivation and use of opium may be described as tremendous. Nevertheless, the Imperial Government at Peking has framed a series of regulations on the subject which may be taken for what they are worth. Most of the edicts which are sanctioned by the throne are either too puerile for notice or too drastic to be feasible. The edict presented by the Grand Council of State to the throne and ordered to be promulgated comes, we fancy, under the latter category. If it is actually carried into effect there will not be a single opium smoker under the age of 60 years throughout the length and breadth of China within ten years! That would indeed be a consummation devoutly to be praised, but, humanity being what it is in China as well as in India and England, can we honestly believe it will be brought about? Sentiment is all very fine in its way and sentimentalists who rave and declaim about the evils of opium have a large following in the enlightened countries of England and America, where, as we all know, vice is unknown and foul habits are extinct. But this question has several practical aspects which have to be faced. The ramifications of the opium trade are so widespread and the interests involved so complex and vital that it will require numerous edicts to stamp out a habit which is as old as China herself. The edict in question comprises eleven regulations, the first of which says hopefully: "The cultivation of the poppy and the use of opium are to cease within ten years." Then the area of cultivation is to be diminished annually by one-tenth, so that in ten years there will not be a poppy plant in China, which will cheer the hearts of foreign reformers, if the news were not too good to be true. Persons using opium are to be registered, and from the publication of this edict "no person may commence the use of opium," which is surely sufficiently drastic. The fourth regulation runs: "Methods must be devised for decreasing opium smoking by persons addicted to the habit. Those above the age of sixty years will be treated leniently. Persons under sixty years of age must decrease their smoking by twenty per cent. annually. Persons who evade this regulation will be punished." It will be interesting to watch how the Government will weed out the annual 20 per cent. of opium smokers. After one year (so the regulation goes) it will be impossible to purchase opium smokers' requisites in China, and divan taxes are to cease in a month. Suitable medicines will be issued gratis to persons addicted to the habit and anti-opium societies will be officially encouraged. "Special arrangements will be made to allow Princes, Dukes, Viceroy and Tartar Generals to provide substitutes for their cure. All officials under sixty must abandon the habit within six months; if they cannot do so they must resign." No doubt the Chinese Government is animated by the best of motives and by a sincere desire to wipe out the opium evil, but is it conceivable that the nation is to be tied to the apron-strings of the reformers in ten years? Of course China is capable of amazing revolutions of thought and action, and those who desire to see China regenerate regard the energy of the Cantonese in other directions, the enlightenment of the students, the native crusade against opium, and other reform movements as indications that the abolition of the use of opium is not only possible but highly probable, provided it has the countenance of the Government. The proposed regulations, however, are nullified by the fact that they cannot be promulgated in substance or form in the British or foreign colonies in the East—from Singapore in the south to Tientsin in the north, to say nothing of the Chinese residents within the Indian Empire. Were these regulations to be promulgated in Hongkong there would be immediately established the invidious class legislation which is opposed to the principles of British constitutional government. We have in Hongkong at present one notorious example of such legislation in the form of the Peak

Reservation Ordinance, to which allusion has frequently been made in these columns. We are not convinced that even in this latter respect that law, if brought to the test, would be upheld by any properly constituted imperial tribunal. There was a previous instance in the Night Pass Regulations—another obnoxious form of class legislation—which was directly aimed against the Chinese, but by force of circumstances that law had to be abandoned, and to-day the Chinese may parade the streets at any hour of the night with as much freedom as any British or foreign resident. Even if opium regulations were framed against the Chinese what would prevent foreigners entertaining their native friends with the prohibited drug, so long as they did so on premises owned and occupied by foreigners? What cannot be made applicable to all residents cannot be taken as applicable to Chinese alone without raising the barrier of distinction which is subversive of the very principles that make for the success of colonial government. Should these regulations be put into force in China there would be an immediate and immense revival of opium smuggling on a vast scale, in which, it may be certain, Europeans and Americans would engage, with the consequence that international complications would result. The fact is these regulations are utterly unworkable and, if the truth is laid bare, were never intended to accomplish the object desired. The Chinese Government has merely thrown a sop to the opium reformers without providing the necessary machinery to give effect to their demands. If Mr. Morley, and those who are pressing on the matter believe, that the Chinese are to give up opium, that the cultivation of the poppy is to be tabooed within ten years, they are vastly mistaken and wilfully blind to the facts.

HONGKONG MARKET PRICES.

Without going into the vexed questions arising out of the enhanced value of the dollar, it is interesting to note that market prices continue to remain at their normal quotation, while in several cases the necessities of life have actually increased in cost. Taking the latest weekly report of the Inspector of Markets in Hongkong as a comparatively safe guide to the average prices of meat, poultry, fish and vegetables, and contrasting it with a similar report six months ago, we find that the price of meat has advanced all round. The Inspector is careful to state that his quotations are only average rates, so that we shall not be far wrong if we assume that the real prices are in most cases higher than those stated. In that event it would appear that sheep are considerably dearer now than they were in June, although bullocks are at the same quotation. The individual items under "butcher meat" have in no case decreased and in many cases have increased from 10 to 20 per cent. Fowls are rising in value in several instances, although it would appear that supplies from Canton have led to cheaper prices in the special varieties coming from South China or attributed to that quarter. Little change appears in the cost of fish generally as compared with June, but there has been a distinct advance during the past fortnight. As for fruit and vegetables few alterations are to be noted. The curious thing is that over a period of several years there does not seem to have been any material change in the prices charged in the public markets for food supplies. Several reasons might be advanced for this lack of variation. In the first place, the stall holders have had to pay increased rents for their stalls as the result of the competition among those who bid for places in the markets. Then again there has been no fall in the wages paid to coolies, who on a rising dollar have still demanded the rates they received when sterling-paid men were enjoying the halcyon days of depreciated silver. The labourers and all connected with the work of bringing the goods to the markets claim and obtain the wages they were paid five years ago, and in many cases they are in receipt of more to-day than they were at that time. The sum and substance of it all is, that although a few European storekeepers have found themselves in a position to reduce their prices if only that their goods might be within reach of those who are lamenting the rise in silver, the native traders are in this difficulty that their expenses have not decreased with the advance of the dollar. In fine, a dollar is always a dollar in the native market, no matter if its sterling value is 15 6d or 25 6d in the £. If this fact had been recognised by the sterling-paid employees much of the undoubted misery which prevails in the Colony, the pinching and scraping among those who once had money to spare, the cutting-off of everything that is not actually necessary, would not have been experienced. Possibly in the future the distinction between sterling-paid men and those who have elected to receive their salaries in local currency will disappear, owing to the fact that all employees will be advised, if not compelled, to accept the currency of the Colony for the sound and solid reason that they spend their money in the Colony.

RAILWAYS AND RAILWAY MATERIAL.

In our telegraphic columns in last evening's issue we published a telegram from a correspondent in Shanghai which is deserving of notice by those taking an interest in the various railway schemes now in progress in various parts of China. It will be remembered that Mr. Frederic Jones, Commissioner of Trade for the State of Queensland,

accredited by the Governor and officials of that State, was in Hongkong some months ago, in connection with his mission, which was to draw closer the trade relations between Queensland and China, and to introduce here the fine products of that country. Later he went north, after a successful sojourn in Hongkong, and made his headquarters at Shanghai, thence visiting the likely centres of trade interests, with regard to his own point of view. That Mr. Jones is quite on the alert and wide awake to his country's interests is shown by the telegram to which we have called attention, for it will be seen that Queensland blackbutt and ironbark, as well as the celebrated Tasmanian and New South Wales woods, are debared from competition under this extraordinary decision. When previously approached in London upon this matter, the Crown Agents agreed that equal opportunity should be offered, and proper publicity given in the various Australian States, to prevent rumour of unfair dealing. They then indignantly denied the assertion that there was any odour of suspicion about calling for supplies. As it happens, at the present moment large quantities of railway sleepers and other railway material are now being landed over in Kowloon, which is in itself significant. But all efforts made by us to discover the consignees or destination were met with a consistent reticence on all sides—so marked, indeed, as to almost appear inspired. If this secrecy is being maintained for the purpose of protecting British trade and interests then the British public should at least be allowed to know how well their interests are being nursed and cared for by those whose first duty it is to care for them. More must, of course, be heard on this subject after the arrival of the Queensland's Commissioner of Trade in Hongkong on Thursday next.

SINGAPORE'S AMBITION.

(28th November.)

With a distinct and faithful regard for the purpose of its mission in the Straits Settlements, the Singapore Free Press has been continuing its policy of devoting its attention to the requirements of the Colony, instead of ranging the world over for matters of no immediate interest to anybody and of doubtful importance in themselves. Recently an article appeared in our contemporary on the character and prospects of Singapore's commercial future, from which it appeared that by the development of direct steam communication between Europe and the regions that used to form the trade environment of Singapore as a distributing centre, the Colony could no longer hope for any continuance or recovery of that distributing trade. We need not point out how analogous that position is to the situation in which Hongkong may find itself should Whampoa ever emerge from its present obscurity and seek to become the port of South China. The analogy becomes complete when it is stated that just as Hongkong hopes to retain its present position by the construction of the railway from Kowloon to Canton, in conjunction with the development of railways throughout the southern provinces so Singapore trusts that the completion of the northern railway communication and the junction with the main peninsular railway system will combine to attract the distributing trade to the Settlement and divert it from Penang. But leaving that question out of consideration, Singapore is beginning to realise that the sources of additional revenue must largely depend upon the creation of new local industries. The truth of the assertion that "the more any region becomes self-supporting in its manufacture of articles for which it had formerly to depend on imports, so much the better is it for the vitality of local trade," will not be gainsaid. In considering the possible industries which might be established in the south, our contemporary suggests that the example of the enterprising merchants of Hongkong in forming a company for the manufacture of cement might be followed in Singapore, and in this connection observes: "Now we want to know why it is that we have not had yet in Singapore any attempt to create a cement manufacturing enterprise, and why such a commodity must still be imported, when locally every constituent in the composition of cement is to be obtained in limitless abundance. In a way, those who use or import cement are carrying coals to Newcastle, with the mere difference that our local resources of cement production have never yet attempted to be touched. Taking an average of the best hydraulic cements, they contain something like these constituents:—Carbonate of lime, 66 per cent; silica, 18; alumina, 7; and protoxide of iron, 6. The Malay Peninsula, in its plentiful limestone formations and its various clays, possesses every possible element for the manufacture of first-class cements. With our dock, sea-wall, and mole schemes we have a big local demand ready to hand." It is only the ambitious writer an advocate for the establishing of a cement factory in Singapore to supply local requirements, but he sees no reason why the product of such a factory should not compete with the Hongkong article in other parts of the world. Of course such a vista of possibility should appeal to the merchants of Singapore, but it is to be feared that many a year will pass before even the most advanced apostles of commercial development in the southern Settlement can hope to manufacture a product which will rival that of the Green Island Cement Co., for which Messrs. Shaw, Tomes & Co. are the general managers. The fact that the progressiveness and enterprise of the local company, the excellence of its product, and its commercial importance, to Hongkong, to say nothing of its value to the

(continued)

THE "HEUNGSHAN"

INQUIRY

CAPTAIN AND OFFICERS
COMMENDED.

THE FINDING.

At the Marine Court this morning, a Court of Inquiry was held by Lieut. C. W. Beckwith, a. w., Harbour Master and Marine Magistrate, Commander Edward Winthrop, R.N., M.M., Naval Yard, Harry Gaugreger, Esq., Master, British s.s. *Doric*, and Thomas A. Mitchell, Esq., Master, British s.s. *Sui Song*, sitting with him as assessors.

The notice for the inquiry and the warrant for holding the Court having been read, George Frederick Morrison, master of the s.s. *Heungshan*, sworn, stated: At 8 a.m. on the 18th September he left Macao, with moderately north-westerly wind, light sea, and cloudy weather. The wind increased slightly by 9.30 a.m., when the upper awnings were taken away, and the lower awnings were then made all fast, and I turned the ship to the north-west, to enable the crew to ship the typhoon doors, and furl the awnings. The wind was increasing, and there were frequent heavy squalls from the North-west. At 9.50, I saw the end of Saw Chau, bearing E.N.E., distance 15 miles—about. The wind and sea increased with typhoon force, accompanied by blinding rain. I then altered course to W. and W. by S., steering at full speed until 10.30, when I decided to anchor. I slowed my engines and anchored, letting go my starboard anchor with 15 fathoms of chain, and then I let go the port anchor, and then I veered away my chain until I had 90 fathoms well outside the starboard anchor, and 75 fathoms well outside the port pipe. The depth of water was about 4 fathoms. I then endeavored, by working my engines, to bring her head up to her anchors, but some five points on the starboard bow, but owing to one of the awnings blowing adrift I could not get her head up. At 10.40, finding my efforts to bring her head up towards her anchors unsuccessful, I stopped the engines. The Chief Officer was stationed at the windlass, carefully watching both cables, to see if she dragged. By this time a strong typhoon was blowing from the west, with blinding rain, the ship still with her head south lying quietly to her chain. I thought this was the effect due to the flood tide making against the wind. The next thing I knew was at 12.10, in the midst of blinding rain and a terrific squall, I saw rocks close on my port side. I am of opinion that the ship had struck about her port quarter some few minutes before that. As soon as I saw these rocks I put my engines full speed astern, but stopped them immediately as I found that she had taken the reef hard and fast. I then gave the chief engineer orders to blow off the steam, as there seemed to be considerable panic amongst the Chinese passengers. Then, assisted by the Chief Engineer, Mr. Johnstone, we passed the passengers, by means of the ropes to the shore, having put life-belts on them before leaving the ship. Many of them on the way to the shore were dashed away from the ropes, but with the exception of two only, were rescued by those two officers on shore, Mr. Grainger and Mr. Harvie. The two women who were drowned were drowned before we got the ropes ashore. It was impossible to render any assistance owing to the panic amongst the passengers and the officers being employed in endeavouring to get communication with the shore.

His Worship: What sea-sick anchors have you in the *Heungshan*?

Witness: Two patent anchors, 38 or 30 cwt., and chain to the amount of 120 fathoms to each anchor.

Are your anchors constantly marked and attended?

Yes, constantly attended, by the chief officer and a cooper.

How far should you imagine you had steamed after sighting Sawchau before you anchored?

About two miles, making my estimation 33 miles from Sawchau.

Have you ever before, riding out a typhoon in the *Heungshan*, had any difficulty?

Yes, but I had no difficulty through the anchor dragging, although I had less chain out than on this occasion.

To Commander Winthrop: When you found yourself on the reef did you notice how your cables were bearing?

Witness: Yes, both my cables were under the starboard quarter, the port chain being under the bottom of the ship, and taut out.

After you anchored, you said in your statement, you veered to 75 and 90 fathoms respectively; had you both cables there on an equal strain?

Yes; it appeared that there were both on equal strain.

Captain Gaugreger: Did it appear to you when you left Macao on that morning that you were in a typhoon?

No, I did not think I was going to be in a typhoon, as I had no indication by my barometer until later.

Which anchor did you have the 90 fathoms on?

On the starboard, which was the heavy anchor.

You said in your statement that the ship's head was south, with wind north-west and westerly, and your anchors were under the starboard bow, South-West by West; did you have no indication at all about the ship dragging or drifting?

No, I considered that the tide was making against the wind, this would account for the ship lying so quietly to her cable.

Captain Mitchell: Did you give the ship a sheer with the helm after letting go the first anchor, and before letting go the second?

Witness: No, I did not think it advisable as the sea was blowing from the North-west. The Chief Engineer, Mr. Johnstone, chief officer of the *Heungshan*, sworn, stated: We left the wharf at 8 a.m. on the 18th September. We had six European passengers, 543 Chinese passengers, and 57 crew. The weather was fine but cloudy, looking like rain; the barometer was high and steady. Shortly after 9 a.m. the weather began to get worse, the ship began to roll and pitch, and I then proceeded to get the typhoon doors ready for shipping. But finding this impossible, owing to the roughness of the sea on the weather side, I asked the master to make a lee for me, which he did by turning the ship toward the wind. Shortly after this the master sent for me and told me to stand by the anchors, giving me orders that when I let go the starboard anchor, to veer to 15 fathoms, and then let go the port anchor, which I did, veering to 90 fathoms on the port anchor, and 75 on the port. They appeared to have equal strain and were broad on

the starboard bow. This would be about 10.30 when I finished with the anchors, but as I had instructions from the master to remain by the windlass and watch the cables carefully to see if the ship was dragging, I stayed at the cable about noon, when I went up on deck to see what was going on, as I felt something bumping, and I had hardly arrived there when the ship struck. I then got all the sailors together and endeavored to quieten the passengers who were beginning to panic. The Captain then consulting me about the best way to get the passengers ashore through the surf, I volunteered to try and get some ropes ashore which I managed to do, assisted by Mr. Harvie, the second engineer, after he was finished in the engine-room. The Captain and Chief Engineer remained on board to organize the stream of passengers who were coming along to get ashore. A great many of them were washed away from the ropes while passing to the shore, but we managed to rescue all of them except two women who were drowned previously to the ropes being got ashore.

Commander Winthrop: When you were attending the cables after the anchoring, were you in a position either by sight or touch with the cable to tell if your anchors were coming home?

Witness: I had my hands on both cables repeatedly during the whole time I was down there, but felt no indication of any jerk which would indicate the ship's dragging.

John O. Johnson, Chief Engineer, sworn, was the next witness.

To the Court: What steam had you on the morning of the 18th September, when you left Macao?

Witness: I had 150 lbs. steam, which would give the ship some 13 knots, under normal conditions.

Can you remember how your engines were worked after anchoring?

As far as I remember the engines appeared to be worked alternately, as it is to manoeuvre the ship.

Did you do you after the attack?

Finding the water coming in through the tunnels I shut down all the tunnel doors, and then closed all the water-tight doors in the engine-room. Then as the water rose in the stokehold, to prevent explosion, I opened the safety-valve and blew off the steam.

THE FINDING.

The evidence being all completed, the President of the Court said:—We, the Court, find that the British steamship *Heungshan*, official number 95,855, of Hongkong, of which George Frederick Morrison, master mariner, certificate No. 384, New South Wales, was master left Macao on the 18th September, 1906, for Hongkong, at 8 a.m., with a general cargo, six European passengers, and 543 Chinese passengers, and 57 crew. The ship was full powered and well found. The weather was cloudy, with moderate N.W. breeze, the barometer high and steady. At 9.30 a.m. the wind increased by a series of heavy squalls, and the sea rapidly rose. The ship was then turned round to N.W. to assist in getting the awnings furlled and the typhoon doors shut. That at 9.50 the south end of Sawchau was seen, bearing E.N.E. 15 miles. The wind by this time having increased to typhoon force, accompanied by blinding rain, the ship then heading about W. by S. and steaming at full speed until about 10.30 a.m., when the master thought it advisable to anchor. The engines were slowed down, and both anchors were let go in a seamanlike manner, with 90 and 75 fathoms of chain respectively, well outside the hawse pipes, and carefully attended by the Chief Officer. The engines were worked for a considerable time to enable the ship's head to be brought to the wind, but without success, as the ship was lying easily to her chain, and the engines were stopped. We, the Court, are of opinion that the master was thoroughly justified in anchoring when and where he did. After taking fully into consideration the condition of the weather, and the impossibility of seeing through the blinding rain, and that after anchoring all due precautions were taken, the chain being carefully watched, and no indication given by jerk or otherwise which it would be usual to expect, but that she must have dragged both anchors a distance of about 33 miles, we, the Court, find that after the ship took the reef, everything was done by the master and officers to save life and property, special commendation being due to Mr. Grainger, the chief officer, and Mr. Harvie, the second engineer, in getting ropes ashore in the breaking sea, and generally helping and rescuing passengers who were washed away from the ropes in the heavy surf.

We, the Court, are of opinion that it was largely due to the gallant exertions of these officers that only two lives were lost, and taking into consideration the abnormal conditions under which the ship was navigated, we, the Court, absolve the master and officers from all blame.

The President of the Court then thanked the assessors who had assisted him in this inquiry, and expressed a hope that it might be long before a Court would be assembled for any similar inquiry, under such circumstances.

MAD OR ONLY SHAMMING?

COOLIE'S CURIOUS BEHAVIOUR.

A Chinaman, whose mind is alleged to be unbalanced, and who was charged with being in unlawful possession of a piece of iron, created some amusement in the dock at the Police Court this morning before the magistrate took the bench. He amused his fellow prisoners by telling them humorous stories and when they failed to laugh at the conclusion of the yarn he tickled the man nearest to him in the ribs and looked pleased when all giggled. He next turned his attention to the Indian and Chinese constables sitting at the back of the dock by standing and staring at them in turn. Some body whispered "Hypnotism!" One of the *lunkers*, who apparently was afraid that something wrong was going to take place, told the alleged lunatic to sit down. The *lunker* was asked to fight and the ruction he created attracted the attention of the Court Usher, who flung the Chinaman out of the dock, and he was chained by the queue outside the Court. When the case was called the man was brought into the Court, as soon as the usher let him he supported himself on the side of the dock, and stared outside the Court, with his left hand akimbo. "Stand straight!" said Mr. Harland. The coolie stood to attention, and as if he were counting one, two, three, he right wheeled, facing the dock. "I think this man is shamming mad," remarked the Court. "Take him to goal for one week for observation." Inspector Collett saw the order carried out.

UNDER DATE SHANGHAI, Nov. 22, Messrs. Wheelock & Co. report:—Although we cannot say that the typhoon has been a bad one, owing to its weakening owing to the near closing of the Northern Ports and the falling of the water in the Yangtze River, which precludes almost all but the river-boats from going up to Hankow; this is bound to throw some tonnage on the market, and to which matters are not so brilliant in the South, where already several boats have begun to lay-up, and we are afraid we have to look forward to a very dull time for the next few months.

AT THE DOCKS.

SALVING AND REPAIRING OPERATIONS.

26th ult.

As the result of the recent typhoon, the Hongkong and Whampoa Dock Company, which was heavily occupied in repairing the damage sustained by the larger craft in the harbour and much progress has been made with the work of setting the coasting fleet in operation again. Notwithstanding these efforts, however, to undertake the repairs necessary, much still remains to be done.

THE "HITCHCOCK."

26th ult.

An interesting announcement was made today when it was stated that Mr. A. H. Rennie had purchased the sailing ship *S. P. Hitchcock*, which was thrown on the praya wall in the storm of 18th Sept. last. The *Hitchcock* is an American ship of 200 tons and has been lying in the harbour since August, when she arrived from Manila in ballast. It was understood that Messrs. Butterfield and Swire were anxious to acquire the vessel with the object of converting her into a coal bulk to be stationed at either Amoy or Foochow. Mr. Rennie stepped on board the vessel, and is confidently expected to be at the helm of the vessel, which will be at the disposal of the four mill which is in course of erection. The *Hitchcock* is admirably fitted for that purpose and should answer all the requirements of the mill staff. On Saturday forenoon the *Hitchcock* was towed to the Commercial Dock where she will be repaired throughout for her new mission.

THE "HEUNGSHAN."

26th ult.

Work has been started on the *Heungshan*, which was wrecked outside Hongkong, and judging by the energy which is apparent in connection with the vessel it may be taken for granted that the popular excursion steamer will be put on the river run within a short time.

DIVERS AT THE "SORSOGON."

26th ult.

With regard to the *Sorsogon* which has been bought by the Dock Company, divers are at work locating the damage which the vessel sustained in the gale and it is confidently believed that she will be raised without much difficulty. The divers have been sent from H.M.S. *Kent* and are doing good work for the wrecked vessel. As most people are aware all the divers are engaged in an effort to circle the vessel with chains and bring her to the surface. At present before part is firmly wedged in the mud and she is said to be badly damaged, but although the work of salvaging is naturally laborious and difficult there is every likelihood of her being brought up within a few days. Meanwhile she is being kept in the water, and the *Proctor* has so far managed to keep pace with the rush of water.

H.M.S. "ROBIN."

26th ult.

H.M. river gunboat *Robin*, which we reported in our issue of the 23rd instant as having gone ashore upon a sandbank in the neighbourhood of Kowloon, was towed off on the same day, before the arrival of the destroyers *Fama* and *Hurdy*, which left on the morning of the 23rd to render assistance.

We understand that the *Robin* has suffered practically no damage.

BRITISH SAILOR DROWNED.

26th ult.

The body of a British sailor, which on identification turned out to be that of Alexander Nichol, a stoker, on board H.M.S. *Asiatic*, was seen floating in the harbour yesterday morning. The body was recovered from the sea and was buried yesterday afternoon. On inquiries being made we were informed that Nichol's death was due to an accident. The deceased, who was about twenty-eight years of age, was called at half-past three o'clock on the morning of the 21st instant to light fire and to raise steam in one of the ship's funnels, which was moored on the starboard side of the ship. The deceased was seen to enter the funnel and to drop overboard almost immediately after. "Man overboard!" was called. Life-belts were thrown in the vicinity near where the man had entered the water and life boats were launched, but the stoker did not come to the surface again. His cap floated near the gangway even while the search for the body was in progress. After a search of nearly half an hour's duration and not seeing any signs of deceased they gave up the search.

KULANGSU MUNICIPAL COUNCIL.

OFFICIAL MINUTES.

26th ult.

Minutes of a meeting of the Council held at the Board room, Kulangsu, on the 6th November, 1906.

Present: Messrs. W. H. Wallace (vice-chairman), C. A. V. Bower, A. F. Gardiner, L. I. Thomas, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

The Superintendent of Police reports the following cases have been dealt with since the last meeting of the Council:—Sommonses: Breach of agreement, 1; Debt, 2; Encroachment on property, 1; Assault, 1. Summary arrests: Theft, 2; Being in possession of stolen property, 2; Being in possession of housebreaking implements, 1; Being in possession of a bomb to the danger of the public, 1.

General business was transacted.

(Signed) W. H. WALLACE, Vice-Chairman.

By Order, C. BECKLEY MITCHELL, Secretary, K.M.C.

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AN IMPUDENT QUARTERMASTER.

26th ult.

A case which will be read with much interest by the shipping community of Hongkong was heard at the Police Court this morning when Chiu Kwai, quartermaster on board the British steamer *Heungshan*, was charged with disobeying the lawful commands of the master of the ship—Captain Mawley—and assaulting the chief officer—Mr. J. E. De Wolf—on the 23rd instant while on his high seas.

The Chief Officer stated that on the 23rd instant, while midway between Chinkiang and Hongkong, the quartermaster was given an order which he refused point blank to carry out. Witness left the defendant and went into the chart-house. He was in a stooping position, getting out some sails from the medicine chest, when he received a blow over the head. He was wearing a thick cap at the time and that saved him from getting stunned. He came round immediately the blow was delivered and saw the captain struggling with the quartermaster, who held a telescope in his hand. "Look out!" the captain cried, "this man is dangerous." The defendant was then put out of the chart-house. "The quartermaster," continued the chief officer, "informed the captain that morning that he was ill and would do no work. The captain said that if the man was sick he should take some medicine, and told me to go to the medicine chest and get him some salts. The accused refused to take medicine, and said he did not want any medicine he was not sick and should get to work. The accused again refused and when he was left alone he dashed into the chart-house, where witness was engaged at the medicine-box, and the assault occurred."

Captain Mawley said that the crew, including defendant, were signed on at Chinkiang. They then made a trip to Wuhu. On their return to Chinkiang he ordered the quartermaster one morning to go and get some lead. Instead of obeying the order, accused became very insulting in his language. "Go and get it yourself, coolie," the skipper said defendant replied, "I am not your coolie." A few days later some of the crew fell sick. A doctor was called, and he testified that the men were suffering from fish poisoning, and pronounced that the men were not in danger. Defendant did all he possibly could to get the crew to leave the ship, and as he failed his conduct became worse and he was a perfect nuisance on board. On the way to Hongkong his insolence while at the wheel was a thing that could not be tolerated. On the 23rd he complained to the captain of being ill and the latter recommended that he should have some medicine. Again he got insolent and refused to take the medicine. "If you don't take medicine," the captain said, "you are not sick," and he told the man to get to work. Instead of that he fell flat on his back on the deck, in full sight of the other crew, and throwing up his hands and arms and crying out in a hoarse voice, "I am not your coolie." He later said he would jump over the side of the ship. When he was left to himself for a time he rushed into the chart-house, while the mate was at the medicine chest, picked up a telescope from the table, and was about to bring it down on the mate's head, when the captain sprang on him and was successful in stopping the full force of the blow from descending on the mate's head, although he was struck.

The captain then produced his telescope, which he said was his private property, giving him by a friend, a souvenir which he treasured, and pointed out to the Court where it was denoted in three places. He said that the telescope could not be closed now.

Continuing, Captain Mawley declared that all on board were scared to put the man in handcuffs for fear he might jump overboard to spite the officers. He recited a case that took place in which a British officer was sent to goal in Shanghai for three months for handcuffing one of his crew, who jumped overboard and was drowned simply to spite the officer. "Seeing that this man was in such a fury," went out Captain Mawley, "I thought it quite likely that he would do the same and that was why he was not handcuffed." He blew his whistle, however, and sent the mate to call the boatswain and to bring along a pair of wristlets. In the meantime witness kept an eye on the man for fear he might do something dangerous. To put a man in handcuffs, went on the skipper, causes trouble, for it is believed they lose face if it is done. When the boatswain and his crew arrived, and seeing what was to happen, the boatswain stood security for defendant's good character during the rest of the voyage. He would press the charge, and asked the Court to impose such a penalty as to set an example to others. The influence of this man over the rest of the crew incited the others to treat the officers of the ship with contempt, concluded Captain Mawley.

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THE KOWLOON MURDER.

OPENING OF THE CASE.

26th ult.

Mr. F. A. Hazeland, police magistrate, opened the hearing of the case at the Magistrate's Court this afternoon, in which a butcher named Wong Kin was charged with murdering one Au Yeung Cheung, in a butcher's shop at No. 5, Elgin Road, Kowloon, on the night of the 11th instant.

Inspector Langley, of the Water Police Station, prosecuted the defendant, who was not defended, pleading not guilty to the charge.

Dr. C. M. Heanley, medical officer in charge of the public mortuary, declared that on 11th instant, he examined the body of Au Yeung Cheung. There was a wound on the right side of his neck, from the chin in front to the middle behind. It cut all the tissues down to the bone, which was also cut. The wound was caused by two blows. There was also a small wound on the top of the head, small wound on the back of the skull. Some more wounds were seen on the left forearm, and three small wounds on the back of the right index finger. The joint of the index finger was broken. Death, in witness's opinion, was due to the wounds in the neck. The chopper (produced) could have caused the injuries to deceased's neck, which resulted in his death. Witness, under the circumstances, could not say if death was instantaneous.

The principal witness in the case—Yeung Tak—whose life prison appeared in Court with the whole of his face in a bandage. He said that he was a butcher employed in the Wing Lok shop, 5, Elgin Road, Kowloon. On the 10th instant, at about 9 p.m., after the shop was closed, witness heard a knock at the door.

"Who's there?" witness asked.

"I am," answered a voice, which witness knew belonged to the prisoner.

Witness opened the door, and defendant and another man, whom witness did not know, entered the shop. The prisoner was formerly employed in the same shop as witness. He was only there for about three months, but was discharged about five months ago.

"Will you allow me and my friend to sleep in the shop for the night?" asked prisoner, when he gained admittance.

Witness consented and told them to go to bed. A bed was shown them, and a bed cover was handed them to use in case they felt cold. Witness then blew out the light and returned to bed.

At this stage witness gave the positions of the different beds in the shop. The deceased (Au Yeung Cheung) was asleep on a bed near the counter and in front of the safe. Witness's bed was behind that of the deceased, and the prisoner and his friend occupied a vacant bed not far from the one used by witness.

"At about one-fifteen o'clock in the morning," continued the witness, "I heard a noise made by the deceased. I shouted: 'What is the matter?' I got out of bed at once and saw the men at deceased. The prisoner made a rush at me and chopped me twice on the right side of the face with a chopper, once on the head, and once on the side."

Witness closed with his assailant. They struggled for about ten minutes, accused holding witness by the throat. In the tussle witness seized accused by the queue, and both rolled on the floor, witness calling "Save life!" while an Indian policeman arrived, and chased prisoner down the street and arrested him.

When did the other man run away?" asked his Worship.

"As soon as I called 'Save life!' when they were attacking deceased he cleared," witness replied.

Witness then went up to deceased's bed and found him dead in bed, with a wound on his neck.

"Can you recognise that chopper?" asked Mr. Hazeland. The chopper was stained with blood.

"Certainly," replied accused. "I have been using that chopper almost daily, why can't I recognise it?"

His Worship at this point had to tell accused that he would give his evidence much better if he did not get excited.

Inspector Langley—When the defendant and his friend entered the shop was there a light in the shop?

Witness—Yes, a small one; but I recognised him by his voice.

His Worship—Never mind about the voice. Could you see defendant's face plainly by the light in the shop?

Witness—Could you identify the other man if he was arrested.

Witness—I could.

The case was then adjourned.

Mr. F. A. Hazeland examined a few more witnesses in the Kowloon Murder Case at the Magistrate on Tuesday, and after evidence of arrest had been recorded, he committed the prisoner to take his trial at the next Criminal Sessions.

LADY'S HOUSE ROBBED.

TWO MEN, INCLUDING HOUSE COOLIE, ARRESTED.

28th ult.

Li Yeung, unemployed, and Ham Tak Mun, a house coolie, were arrested yesterday afternoon at West Point on a charge of larceny, but the West Point police were unable to proceed with the trial to-day owing to the fact that the evidence they have at their disposal now is partly of a circumstantial nature and they require more time to go into the case.

The complainant in the case is Mrs. H. Fraser, wife of Captain Fraser, residing at No. 10A, Bonham Road.

The charge she lodged against the accused was that of stealing a marble clock, valued at \$30, a sugar basin and a cream jug of the same material, valued at \$25 each, and a quantity of the housewife's clothing, aggregating to \$35.50.

Mrs. Fraser reported her loss to the police at No. 7 Station on the 25th instant, and ever since then the police have been watching the house. Yesterday they discovered the first accused—Li Yeung—hanging round the premises. He was watched the next thing that was noticed was that the second defendant, a house coolie, in the employ of Mrs. Fraser, came out of the house and both men were earnestly engaged in a conversation in a low tone. They were arrested on the spot. The stolen property have not yet been recovered. At the police station, before being locked up, Policeman Parr recognised the first defendant as having passed through police hands before. The picture gallery was referred to add from other documents it was discovered that Li Yeung had already served a term for theft in Hongkong before five years had elapsed.

The case was adjourned.

DEATH OF MR. THOMAS ARNOLD.

31st ult.

It is with sincere regret that we have to announce the death of Mr. Thomas Arnold, who was for many years one of the most respected and familiar figures in the public life of Hongkong. The sad news, which only reached the Colony to-day, stated that Mr. Arnold succumbed to an attack of heart disease, a complaint to which he had been subject, on the 20th October. Mr. Arnold had been secretary of the Hongkong, Canton and Macao Steamboat Company, Ltd., for many years, but a few months ago he was found to be suffering from heart disease, and at the suggestion of his medical advisers he retired from active connection with the Company and proceeded to England, hoping to recruit his health in the salubrious climate of Devonshire. While in Hongkong, Mr. Arnold led an active and useful life. He was auditor of most of the leading public companies in the Colony. His son, Mr. John Arnold, is the acting secretary of the Steamboat Company which his father had served in the substantive position so long and faithfully, and at whose hands he received adequate recognition on his retirement.

As the news of the death of Mr. Arnold only reached us, we were going to press, we are compelled to postpone an extended notice of his services, so long and favourably known in Hongkong, until to-morrow.

THE STORY OF MR. ARNOLD'S INTERESTING CAREER.

28th ult.

We recorded yesterday the sad news of the death of Mr. Thomas Arnold, the late secretary of the Hongkong, Canton and Macao Steamboat Company, but owing to the late hour at which the news was received we were unable to give an outline of Mr. Arnold's eminently useful and successful career as a man of business in Hongkong. Mr. Arnold started his commercial life as an accountant, and proved his capacity in that profession. He was auditor to several local companies, including the concern with which he was afterwards connected as secretary. In 1884 Mr. P. da Costa was secretary of the Hongkong, Canton and Macao Steamboat Company, which was then coming to the front as an important undertaking likely to prove of advantage to the interests of the Colony. Mr. da Costa was one of the party who were on board the ill-fated *Yasai* when she started on her trial trip. Many will remember the disaster which befell her. When she was about to start for a successful trip the boiler of the vessel exploded and many were killed or drowned. Mr. da Costa was one of those who perished. The secretaryship being vacant, the directors of the Company offered the post to Mr. Arnold, who accepted it. It is interesting to note the position which the Company occupied when he took charge of its affairs. It had a fleet of six old boats and a capital of \$600,000, on which it was paying a dividend of six per cent. per annum. Its net yearly profit was \$150,000, but there was neither an investment fund nor an equalisation fund. In 1887, however, an equalisation dividend fund was inaugurated with \$5,000 at its credit. Ten years after Mr. Arnold had assumed the duties of secretary, in 1894, the capital of the Steamboat Company was increased by a million dollars to \$1,600,000. The net earnings had advanced to \$350,000, from which six per cent. was being paid, and an underwriting insurance fund was established with the sum of \$500,000. The Company had reached the zenith of its prosperity in 1897, when the net earnings amounted to no less than \$482,000, while the capital had been written down to \$2,000,000. A dividend of 20 per cent. was declared. The insurance fund stood at \$300,000 and the equalisation dividend fund at \$300,000. On the advice of his medical adviser, Mr. Arnold retired from the Company last year, after receiving ample evidence of appreciation for his services to the undertaking, and went to reside in England. He was troubled with heart disease, and it was hoped that the bracing air of England would stave off the enemy's attacks, but apparently the disease was firmly seated, with the result that he succumbed to an attack last month. As evidence of Mr. Arnold's devotion to duty, it may be mentioned that during the 22 years of his connection with the Company he only took 25 months' furlough. In 1886 he was away for nine months; in 1894 he had eight months' holiday; and in 1905 he was absent from his office for another eight months. To-day the Company which he so faithfully served is in a sounder position than ever, earning from its investment fund alone \$100,000 per annum, which is two-thirds of the total amount earned by the Company from all sources when Mr. Arnold began his stewardship in 1884.

PROPERTY SIGN.

26th ult.

Under instructions from Messrs. Deacon, Looker and Deacon, mortgagee's solicitors, Mr. Geo. P. Lamert, auctioneer, put up for sale by public auction at his sales rooms, Duddell Street, at noon to-day, the valuable leasehold property registered in the Land Office as Sections A, B, C, and D, and the remaining portion of Kowloon Island Lot No. 51, with the premises Nos. 112, 114, 116, 120, and 122 Station Street, South, and Nos. 117, 119, 121, 123, and 127 Temple Street, South, Yau-mai. The total area of this property is 8,358 square feet, and it carries an annual Crown rent of \$9.19. The property was knocked down to Mr. Lau Ching Ting, after a certain amount of competition, for \$20,000.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

28th ult.

The following are the highest scores made in the competition for the Governor's Cup for the month of November, at the 500 yards range. The best score is that of Mr. J. H. Pidgeon who on Saturday last put on 10 consecutive "bulls," including his two sighting shots. There were 91 entries during the month:—

	Total.
J. H. Pidgeon	70-87 = 70
H. W. Bird	60-10 = 70
A. Jenkins	67-87 = 67
A. W. J. Watt	63-4 = 67
L. C. Gow	61-6 = 67
Sir Francis Piggott	61-4 = 65
C. E. H. Beavis	59-4 = 65
A. S. Gubbay	49-14 = 63
J. McCubbin	49-14 = 63
W. J. Saunders	46-14 = 62
G. H. Wakeman	37-4 = 61
Dr. Evan Jones	49-10 = 59
E. W. Terrey	46-13 = 59
A. Bovey	45-14 = 59
R. E. O. Bird	48-10 = 58
W. Dobbs	48-10 = 58
A. S. Tuxford	47-11 = 57
F. Maitland	47-10 = 57
E. S. Carruthers	42-14 = 56
H. E. Goldsmith	33-20 = 53

Mr. J. H. Pidgeon was the winner of the pool on the 24th and 25th with 70.

THE BRANDY PROSECUTION.

PUBLICAN FINED.

28th ult.

The case against the proprietor of the Rose, Shamrock and Thistle Hotel, who was summoned by Inspector Withers for selling brandy deficient in either A.J. therefore containing spirit not obtained by the distillation of the wine of the grape, as required by law, was brought up on remand before Mr. F. A. Hazeland, at the Police Court, this morning.

Mr. G. E. Morrell, of Messrs. Denney and Brown (Crown Solicitors) appeared for the prosecution, and Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, represented the defendant.

Mr. Frank Brown, Government Analyst, informed a *Hongkong Telegraph* reporter that on analysing the brandy, a sample of which was given him by the police, he found it to contain eighty-eight per cent. of spirit, which was not derived from the juice of grapes or wine.

His Worship informed Mr. Beavis that at the last hearing of the case he contended that brandy did not come under the Food and Drugs Ordinance.

Mr. Beavis admitted that he had made a mistake on that occasion.

His Worship: And what was the other defence you were going to put up?

Mr. Beavis: That is under section 22, your Worship.

"Is that?" Have you got a warrant?"

Mr. Beavis: I am going to plead guilty to the charge, your Worship.

His Worship: So you wish to withdraw your plea of "not guilty?"

Mr. Morrell: Yes.

Mr. Morrell said he did not want to press the charge, but he wanted the defendant to prove that the brandy was sold in the same state as it was bought.

His Worship said he did not see how they could.

Mr. Morrell contended that the defendant should prove that the brandy was sold *bona fide*.

Mr. Beavis submitted that in asking his Worship to impose a light penalty on the defendant, he would draw the Court's attention to the fact that the brandy obtained by the police was supplied from a new bottle. That such was the case Inspector Withers, the complainant, would prove. The brandy was purchased from Messrs. Carlowitz and Company, a representative from that firm being in Court ready to give evidence, and it was clear if his Worship would accept his statements, that the defendant was innocent when he sold the brandy.

Mr. Brown, the Government Analyst, who was in Court, said that the brandy was deficient in either. Brandy, he stated, must contain certain portion of ethers.

His Worship (to representative of Messrs. Carlowitz and Company): Where did you get that brandy?

"From London," was the reply.

"Have you been importing it long?" asked the Court.

"For about five years."

"Whom do you sell it to?"

"To public houses."

"What kind of brandy is it?"

"Three Stars."

"Do you buy it in casks or bottles?"

"In bottles."

His Worship, in giving his decision, said the onus was on the defendant to see that he obtained genuine liquor to sell. There never had been a prosecution under this Ordinance before in his knowledge. He was satisfied that the accused acted *bona fide* in selling the stuff, still it was necessary to give a warning to others. A fine of \$25 was imposed.

THE HOUSEBOYS' CLUB.

FROLIC SOME COOKS AND PAPER ORNAMENTS.

28th ult.

There was an ugly scene at the "Office-boys' Club" and House-boys' Club, No. 184, Des Voeux Road Central, some days ago, which had to be settled by Mr. F. A. Hazeland, yesterday morning, at the Police Court. The Club in question—the hon. secretary of which is the captain boy of the Water Police Station—has some very strict rules, and it was on account of this that the trouble originated, which culminated in the cooks separating themselves from the O. B. C. and H. Club. They at once opened a club of their own which is known as "The Cooks' meeting house." What rule caused the separation is not known, but it was rumoured that the culinary artists were not abiding by certain rules, and that their conduct was unbecoming of gentlemen and members of the club. However that may be, they separated, and on the 21st instant two cooks returned to the old club to get their property. They rushed into the premises, and the remaining \$30 worth of paper ornaments that adorned the walls and cleared. Summonses were issued against the two cooks by the club, and the case was heard at the Police Court. One of the cooks in the meantime left the Colony, and the other was represented by Mr. E. J. Grist, of Messrs. Wilkinson and Grist. The complainant—the Water Police captain boy—proved that the ornaments were his private property and therefore the cooks had no right to them. The defendant cook proved that although the ornaments might have belonged to the complainant, the club's money paid for the trimmings and the cost of hanging them up, and therefore the cooks had as much right to the ornaments as the House and Office-boys. His Worship discharged the summonses.

DEMAND FOR SILVER COIN.

The United States Mint is finding continued difficulty in keeping pace with the excessive demands for subsidiary silver coins. Notwithstanding the activity which began at most of the Mints following the establishment of a policy of purchasing silver bullion, for this coinage, the supply of subsidiary silver coins in the Treasury has decreased rather than increased as the result of the excessive demands in the retail trade incident to the autumnal season.

It will probably be at least a month before the Mints will be able to utilize their entire capacity for subsidiary coins. The San Francisco Mint is engaged almost exclusively upon the coinage of gold, this coinage having increased materially, and further increases being expected as a result of the extensive gold importations of the past month aggregating probably \$10,000,000 worth. A volume of subsidiary silver coinage for the Mexican Government is to be struck at the San Francisco Mint. The Philadelphia Mint has been engaged with a rather extensive contract for gold coinage on Mexican account which will probably be completed in a few days. Owing to want of funds, the Denver and New Orleans Mints have not been working to their full capacity on the subsidiary silver. These Mints, and also the Philadelphia Mint, will soon be engaged in coining at a rapid rate the halves, quarters and dimes that are now in so much demand from all parts of the country. It is not unlikely that the Philadelphia Mint will soon be required to turn attention to the coinage of gold pieces as a result of the recent heavy importations of gold bullion.—*San Francisco Chronicle*.

AN ANCIENT SUIT.

LONG DRAWN-OUT LITIGATION.

38th ult.

In Original Jurisdiction this morning, at the Supreme Court, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Chan Wo, alias Chan Pui Chi, alias Chan Yik Chung, and the Kwong Tak firm, trading as Wa-Hing Lung, sued Chan Yam, of No. 390, Viaduct Road, Victoria, Hongkong, for recovery of the sum of \$4,493.25, being the balance of \$6,000, which \$6,000 was portion of a sum of \$12,000 received by defendants for costs in certain proceedings in the Original Court, and paid on behalf of the plaintiff by Nui Nai Lam.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. F. Paget, Heit, of Messrs. Brutton and Heit, represented the defendant.

Mr. Pollock said this was a claim to recover the sum of \$4,493.25 paid by Nui Nai Lam in settlement of two actions, No. 73 of 1896, and No. 48 of 1897, being suits of Wa-Hing Lung versus Wa Tai, after deducting the costs of those proceedings. The Wa-Hing Lung had attached certain property at Canton, as being the property of the defendant, and the matter was settled by Nui Nai Lam paying into the hands of Mr. G. K. Hall, Brutton, solicitor for the plaintiff in that action, \$12,000. Originally the action to recover the sum was brought against Mr. Brutton, who entered into interpleader proceedings and paid into Court the sum of \$4,493.25.

His Honour: The original claim appears to have been amended and amended until it is now somewhat difficult to follow.

Hon. Mr. Pollock: Yes, my Lord, there has been a good deal of amendment in the claim since it was originally filed. Continuing, Mr. Pollock said the plaintiff was a partner in the Wa-Hing Lung firm, No. 97, Cross Street, Road, California merchants, and the defendant is a trader and resides at No. 390 Viaduct Road. On the 10th August, 1897, an action, No. 63 of 1897, was commenced in the Original Jurisdiction Court, against the Wa-Hing Lung, which was sued in the names of Chan Yam, and the first plaintiff, Chan Wo, who were at that time partners in the Wa-Hing Lung. That action was in respect of a debt due by the Wa-Hing Lung to the plaintiff, Chan Wo, on the 9th February, 1897, while the said action was pending, the defendant Chan Yam retired from the Wa-Hing Lung firm, and transferred his share therein, and all his beneficial interest in the said debt, and in the said action to the plaintiff Chan Wo. A memorandum of the said transfer was signed by the defendant and the plaintiff Chan Wo, and by the other partners in the Wa-Hing Lung. On 27th October, 1903, the said action was compromised between the parties, on the terms that the plaintiff in the said action, Chan Wo, should pay to the defendant, Mr. G. K. Hall Brutton as solicitor for the defendants, Pursuant to an order of Court dated 17th December, 1903, the sum of \$4,493.25, being the balance of the \$12,000, then remaining in the hands of Mr. Brutton, was paid into Court, and Chan Yam has been substituted for Mr. Brutton as defendant in this action.

Evidence for the plaintiff was heard and the case was adjourned.

A SLEEPY LAUNCH MASTER.

CROSS NEGLIGENCE ABOARD.

28th ult.

Cases have occurred in which masters of steam launches have been charged with leaving the wheel in charge of uncertificated men, but a case which came before the Court to-day is decidedly unusual. A launch master was actually charged with having left the wheel without anyone in charge, allowing the launch to enter a crowded harbour at half speed.

Police-constable Downie, of Tai O Police Station, summoned the master of the steam launch *Hung Yik* before Mr. C. A. D. Melbourne, to-day, with neglecting to have a certificated coxswain at the wheel while the launch was entering Tai O harbour on the night of the 23rd instant. The *Hung Yik*, we are informed, is the property of Mr. H. P. Smith.

The defendant admitted the charge.

Constable Downie informed the Court that on the 18th instant, at about 4 a.m., the accused steam launch ran ashore at Tung Chung, (as we record of the stranding having been made by us). At the time of the stranding of the launch the defendant was not at the wheel, but a runner was. Even while the launch was a shore for five solid hours, the accused, it was alleged, refused to take any part in re-floating her. The constable and an Indian policeman were on board at the time. Complainant told defendant to go to the wheel, but he refused, saying he wanted his "chop." At 4.15 o'clock Constable Downie, having left the launch, continued her journey to Hongkong, but accused never went to the wheel, and the person who had charge did not possess a coxswain's certificate. "This man," said Policeman Downie, "is sleeping all the time, your Worship, and allows other people to do his work."

Continuing, the officer stated that, on the night of the 23rd instant, he boarded the *Hung Yik* while she was entering Tai O Bay and found no one at the wheel, yet the launch was steaming into a harbour crowded with boats. He was of opinion that a runner was at the wheel and as soon as he was seen boarding the launch the runner cleared, leaving his post vacant. Downie observed that it was an exceedingly dangerous practice, considering that the launch had a goodly number of passengers aboard and the congested state of Tai O harbour at the time. He asked the Court for a heavy penalty.

The maximum penalty for such an offence is \$50. His Worship fined defendant \$25, with the option of one month's hard labour.

REBELLION IN KWANGSI.

H. E. CHOW YU'S ACTION.

(From a Correspondent.)

Canton, 24th November.

The rebellion in Kwangsi appearing to assume large and increasing dimensions, H.E. Lecky Chow Yu requisitioned several regiments of soldiers from the two Kwang to quell it. These regiments having been brought down here were immediately handed over by H.E. to the military authorities of the two Kwang, with a view to their being utilized in the suppression of the rebellion in Kwangsi, as well as the daring violent robberies which are frequent in Kwangtung.

The master of the steam-launch *Yungus* was arrested before Mr. F. A. Hazeland, at the Police Court on Tuesday, for playing his launch to the harbour on the night of the 23rd instant, without a light. "The light was out, your Worship," was the excuse defendant gave. "Get a lamp that won't go out," replied his Worship. He was fined \$5. This registered the *Yungus* third conviction.

THE SHANGHAI DOCK AND ENGINEERING COMPANY.

To the Editor of the "NORTH CHINA DAILY NEWS."

Sir—A lot of your valuable space has been occupied by gentlemen who have discussed the merits and demerits of the above scheme, but I venture to submit to the shareholders the following proposition:—

"Was the resolution as proposed by Mr. Hogg and consequently the amendment thereon in order?" I submit not, for the following reason: The Companies' Act states clearly that "due notice" of any special resolution shall be given and that as a rule the notice required is set down in the Articles of Association of the Company. I understand that the Articles of the Dock Co. call for 14 days' notice for a special resolution.

I find upon reference that the first circular issued to the shareholders is dated October 22, and the second containing the gist of Mr. Hogg's resolution is dated October 29, or two days before the meeting. Therefore under these circumstances the resolution is legally out of order.

I submit this point with great diffidence, as the Company's legal adviser attended the meeting; and another able lawyer also addressed the meeting; but should it be correct then it appears to me that the object of holding a meeting on the 27th inst. to confirm a resolution which has never been passed, borders upon the farcical.

Regarding the majority by which the resolution was passed, viz. 36 to 32; I presume the 36 gentlemen who voted in favour of the resolution held the necessary proxies to enable the chairman to declare the resolution passed, the Act calls for a three-fourths majority.

It would be highly satisfactory if this presumption of mine could be verified.

In conclusion, I wonder what the Registrar in Hongkong will have to say to the whole proceeding—I am, etc.

H. E. MCCANN.

November 23.

To the Editor of the "CHINA GAZETTE."

Sir—As I find that I would encroach too much upon the space of your morning contemporary by again asking hospitality for a reply to Mr. Taylor, I would ask you the favour of inserting the following in your paper, and columns for otherwise Mr. Taylor's reply is in the habit of jumping at rash conclusions, and inferring that he has succeeded in defeating the enemy. This is so far from being the case that I have been in Mr. Taylor's shoes, and had the option of keeping silence or replying to my critic; I would certainly have chosen the former alternative; for Mr. Taylor, by his reply, has rather weakened instead of strengthened his case—I am, Sir, Yours truly,

G. NIELSEN.

SIR—Mr. Taylor is perfectly correct: my first letter did not attempt to advance any arguments regarding the new scheme beyond, showing, firstly, that the experience which the investing public have had of Mr. Taylor's financial guidance by his advocacy of the Cigarette Factory and the Wei-hai-wei Gold Mine should make them wary of taking that gentleman's figures on trust a third time; and, secondly, to rouse the directors of the Dock Co. to a sense of their duty.

I am pleased to learn that Mr. Taylor is not the author of the new scheme, but I believe am right in saying that he is the chief spokesman for the same, seeing that the report of his speech at the recent meeting takes up more than two columns in your paper as against one-seventh of a column contributed by Mr. J. Hogg, one-eighth by Sir Charles Dudgeon, and one-third of a column by Mr. C. Holliday. It was Mr. Taylor who gave us all the figures, and consequently we have to deal with him, and I am sure Mr. Taylor will get shirk the responsibility.

Mr. Taylor is again quite correct theoretically in saying that the Dock Co. and the new Wharf Co. are two different things. So they are, except when it comes to the question of money; then they are practically one concern, seeing that the shareholders in the Dock Co. are to be jockeyed out of part of their property and forced to take shares in the new Wharf and Godown Co. The two concerns then remain one in all but name.

Mr. Taylor may inquire from practical men such as captains, pilots and the like, (who are "authorities" as to the sailing up of the Old Dock if he leaves the caution open, and he will get the same reply as I got.

Mr. Taylor at the recent meeting certainly implied that the figures he gave for the estimated net profits of the new Company were based on his own authority; for, on a certain shareholder making a satirical reference to Mr. Taylor's Wei-hai-wei figures, the latter gentleman said:—"I told you what the space in the godowns would be. I can let you figure it out yourself. It seems to me a very simple proposition."

Now, if the professional advice taken by Mr. Taylor amounts to this—so many cubic feet as so much per cubic foot, and there you are! I trust that I may be permitted to say that I am justified in concluding that these figures are *vr. Taylor's* own figures, for the reason that no professional advice is needed by anybody in a problem of that nature. Anybody in possession of a tape measure may obtain the actual cubic capacity of a godown, if he will but measure the length, breadth and height of such godown and as Mr. Taylor must surely be familiar with the actual surface area and height of the proposed godowns he need not call for any professional assistance in figuring out the cubic capacity of said godowns. It would be an insult to Mr. Taylor's intelligence to suppose that he has actually called in professional assistance to help him work out that problem and I am therefore justified in assuming that Mr. Taylor has worked it out himself. But when it comes to the question of the cubic storage capacity of the twelve godowns I trust that Mr. Taylor has called in the best professional help he can get in Shanghai, for I very much fear that otherwise his calculations will be—well, like those concerning Wei-hai-wei.

This point, which Mr. Taylor, with ill-concealed joy, thinks that I am afraid of raising I had in reality reserved as a plum for the confirmatory meeting, but now I trust that Mr. Taylor will kindly oblige me by letting me have the two figures asked for, namely, the surface area of all the godowns, and the height of each storey. Having these I shall be able to check Mr. Taylor's statement that the proposed twelve godowns will have a storage space of 5,000,000 cubic feet. Mr. Taylor has made very unfortunate miscalculations before to-day, and he may have made a mistake again.

the shareholders will be glad to learn, were sold at a valuation fixed by Sir Alfred Jones, acting as arbitrator. The amount of Sir Alfred Jones' award was a sum many thousands of pounds more than the amount at which the steamers stood in the company's books; but as the result of the compromise, the amount which was obtained for these steamers was really £100,000, which will about clear their cost in the books. If we had not the price at which they were valued, they would have shown a very large profit indeed.

Mr. Arthur H. Brandt asked if there was any necessity for writing off the cost of issuing the preference shares, and whether the directors considered that it constituted a proper asset to carry forward?

The Chairman said that, in his opinion, the cost of issuing the preference shares was an asset. He thought that every business man would agree with him that it would be wholly unnecessary to write the amount off in any one year; indeed, they might have taken a much longer time. The preference interest would be a first charge on the entire concern for ten years, and after that it would still be a prior charge on the ordinary profits of the company. The preference shareholders would also have the same security they possessed now.

The resolution was then put to the meeting and carried.

Mr. R. J. Black then proposed: "That the retiring directors (Sir Marcus Samuel, Mr. H. N. Benjamin, and Mr. A. V. D. Best) be re-elected." Mr. R. J. Black seconded the motion, which was agreed to.

The Chairman next moved: "That the appointment of Mr. R. W. Waley Cohen and the reappointment of Mr. R. W. Waley Cohen to the board be confirmed in each case." Mr. H. N. Benjamin seconded, and the resolution was carried.

The auditors having been reappointed on the motion of Mr. Pembroke, seconded by Mr. Moger.

Mr. H. B. Sedgwick proposed a hearty vote of thanks to the chairman and directors for the successful manner in which they had conducted the affairs of the company. In doing so, he said that the board had had a year of very hard work, and he was sure that the shareholders would feel very gratified with the report which the chairman had presented that day. Mr. B. Baron seconded the motion, which was carried.

The Chairman, in reply, said that both his colleagues and himself appreciated the vote of thanks. He could assure the shareholders that they all devoted their best energies to the business, and they had the greatest possible inducement to do so, because they were by far the least shareholders. He hoped that they might be able to call the shareholders together before the end of the year, to confirm the agreement with the Royal Dutch Company. He would look upon that as really being the crowning success of this company, because they would be absolutely unavailable if they had behind them the very large property which the united companies controlled. He was most anxious at this stage, as the shareholders could quite understand, not to leave the shareholders in the Royal Dutch Company—they had to confirm the agreement at—under the impression that this was a little bargain. It was nothing of the sort, for the Royal Dutch would get quite as much as this company would; but it was clear that they would by the amalgamation have the advantage of economies, and it would also have the advantage which might be gained by the working of the two concerns. That was one of the reasons which guided the directors of both undertakings to take the course which they were now following. (Applause.)

The proceeding then terminated.—L. & C. Express.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

THE PRICE OF BILLIARDS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Now that hotelkeepers have decided to reduce the price of drinks to a reasonable figure from the exorbitant rates they have hitherto charged, would it not be as well for them to reduce also the price of billiards and pool? At the present rate one can play half a dozen a day for five or six shillings, and it comes pretty near to the very best of the reduction in this item will be appreciated. If the hotelkeepers charged twenty cents per cue, which is a reasonable figure, I am sure those who have had to retire from the green table on account of the higher rates will return and the tables would be kept more fully occupied than they are at present.—Yours, etc., BILLIARD PLAYER, Hongkong, 26th November.

CANTON LEOPERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—A fortnight ago I addressed an appeal through your columns for help in clothing and feeding the poor lepers during the winter months. So far there has been little response. On Monday, December 3, we intend to begin our distribution of rice. I feel that the number of lepers who need help is about 500. At each distribution nearly 500 worth of rice is required. Will friends please send their donations as early as possible to the undersigned so that we can make plans as to the frequency of rice distribution?

Let me acknowledge with sincere thanks receipt of the annual donation from the Parson Charity Fund of \$100, and also of \$15 from Patell & Co, Hongkong.—I am, etc., GEO. H. MCNEUR.

Canton, 28th November.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Will you permit me to say, through your columns, that the supply of rice and clothing to 650 poor lepers in Canton will commence on Monday next. I believe that you have kindly consented to receive, and forward to the Rev. G. H. McNeur, any contribution of money. I shall be glad to do the same as regards old clothing.—Yours truly,

CHARLES H. HICKLING.
"The Masses," Kennedy Road,
Nov. 29th, 1906.

A DENIAL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Re your notice from the Government Gazette, in which you stated that I was dismissed from the Government Service for misconduct, the following is a true account—

I was detailed to read the Peak District, and had to finish it within a limited time, but owing to an accident, I could not do so. I therefore averaged the readings of the meters I had read, intending to read them when I had finished the other district. My meter-book was inspected by the overseer in charge of meters before I was able to do so. He reported me before the Executive Engineer, and on the same day I sent in my resignation.

There was no misconduct whatever. My resignation was, however, distorted into a dismissal.—I remain, etc.,

FRANCISCO XAVIER FRANCO.

Hongkong, 29th November.

[The writer is in error when he attributes the reproduction of the Gazette notification to the Hongkong Telegraph.—Ed., H.K.T.]

ST. ANDREW'S BALL.

LAVISH PREPARATIONS.

THE COMMITTEES.

The members of the Hongkong St. Andrew's Society seem to have laid themselves out to surpass themselves, if that be possible, in their preparations to entertain their guests this evening, upon the great national occasion of the annual feast of the pious St. Andrew, the Patron Saint of Scotland and all good Scots.

Outside the official balls, St. Andrew's dance has come to be regarded, in every part East of Bombay, as the function of the year, and not without reason, since no other Society can ever hope to improve upon the lavish hospitality of the generous Scot when he sets himself to please and entertain his guests.

We understand that over one thousand invitations have been issued by the hosts, and that in nearly all cases acceptances have been received.

THE COMMITTEES.

The following are the members of the various committees:

Invitation.—Mr. G. Murray Bain, Hon. Mr. W. Chatham, Messrs. T. P. Cochran, W. A. Cruickshank, T. F. Hough, D. R. Law, R. Macpherson, J. C. Peter, W. Ramsay, Murray Stewart, Hon. Mr. A. M. Thomson, Messrs. W. Wilson, D. Wood, and W. Armstrong, Hon. Secretary.

Cord Room.—Messrs. W. H. Donald, A. G. Gordon, P. S. Jameson (Convener), C. Gordon Mackie.

Supper and Wines.—Messrs. J. Blake, W. D. Braidwood, H. F. Campbell (Convener), R. F. Carmichael, Duncan Clark, G. I. Duncan, Andrew Forbes, Donald Forbes, T. S. Forrest, W. D. Graham, J. L. Logan, J. Macdonald (B. & S.), D. Macdonald (M. & Co.), P. Matland, R. Miller, R. Mitchell, A. C. More, Dr. J. Mowat, R. N. Messrs. W. Parlane, W. Ramsay, A. Rodger, W. W. G. Ross, C. C. Scott, J. Wilkie, D. Wood, and W. Armstrong, Hon. Secretary.

Decorations.—Messrs. J. I. Andrew, G. Duncan, Lieut. A. N. Fraser, R.A.M.C., Messrs. T. C. Gray, R. Henderson, W. C. Jack (Convener), J. McCubbin, E. Burns Pye, Capt. A. Milroy, Messrs. A. Ritchie, J. Rodger, J. Gray Scott, R. Skinner, D. Tompkins, D. Wood, H. S. Wyne and W. Armstrong, Hon. Secretary.

Ladies' Room.—Dr. C. Forsyth (Convener), Dr. D. H. Ainslie.

Dancing and Music.—Messrs. H. G. C. Bailey, G. Balloch, W. A. Cruickshank, A. S. Fraser, R. Macpherson, R. G. Munro, W. Nicholson, A. Sinclair, Murray Stewart (Convener), R. Sutherland and W. Armstrong, Hon. Secretary.

THE DECORATIONS.

A visit to the City Hall this morning showed the decorations to be almost complete, and under the skillful direction of Mr. W. C. Jack and his assistant committee, the City Hall and theatre have become a scene of fairy lights.

From the portico a red carpet leads up to the front of the stairs, the latter, and the lobby, being literally smothered in purple, evergreens, and variegated "pot-plants," while from the ceiling colonnades, and columns hang festoons of evergreens intermixed with flags and mottoes of every description.

At the turn of the staircase and above the great mirror is fixed a gigantic and beautiful representation of the Scotch thistle in green and purple electric lights, while on reaching the lobby, where the President and Committee will receive their visitors, one sees on every hand draped shields of blue, bearing upon them the St. Andrew's cross and the thistle in silver.

From this landing one proceeds straight to the two great East and North rooms which have been reserved for the dancers.

In the east room the large painting of Queen Victoria has been enframed with evergreens and draped with Royal Standards and red ensigns, while over the portrait itself hangs a shield bearing the Royal Arms, also artistically flag-draped.

At the east end of the great room hangs a gigantic shield with the Red Lion Rampant of Scotland, and the badge of the Hongkong St. Andrew's Society.

Passing thence to the north ball-room one notices resting upon the gigantic evergreen cross of St. Andrew, a shield bearing in its centre the crest of the President, Mr. T. F. Hough, a lion's head, rampant, rouge, emerging from a castellated tower, with the motto "Perseverantia dabitur."

At points of vantage round this room, draped with international colours, hang shields bearing the arms of such historic clans as the Macintyres, Murrays, Davidsons, Grants, Glenister, Camerons, Lochies, Grants, Macneils, Menzies, Macgillivrays, Grahams, Robertsons, Mackenzies, Macdonalds, Fergusons, MacInnes and many other distinguished names too long to detail here.

This shield bears in place of quarterings the welcome "Chief Hough and Hongkong Scots greet Ye." "Hamilton for ever."

In the four sections of the great transverse cross hang well-executed portraits of Mary Queen of Scots, John Knox, Robbie Burns and Sir Walter Scott.

Round the walls of this smaller room hang shields with the arms of the McDowells, the Lachlans, the McFarlanes, the Sinclairs, the MacKays, Stewarts, MacAllisters, and other chiefs of clans. From pillar to pillar hang festoons of evergreens, and the band partition is decorated with mottoes.

Two elegantly appointed vesting rooms have been dedicated to the ladies, and cosy corners where one may sit out and indulge in mid-dinner, or make satisfactory declarations of a more permanent character, are provided all over the building.

The bar, the Sanctum-Sanctorum of non-dancers upon these occasions, is as usual situated downstairs in the library, and the sight of the good liquor piled up there would gladden the hearts of the thirstiest caravan of dromedaries upon the whole wide waste of the globe.

Supper, the well-chosen menu for which is given below, will be served in the theatre, where tables have been laid on the stage, in the body of the theatre, and all round the gallery.

The good cheer suggested in the attached menu, is calculated to make the mouth of a Lucullus water in anticipation.

"We'll tak' a cup o' kindness yet, for auld lang syne."

MENU.

"Some had meat and canna eat,
And some had wat that wat it
But we had meat and we can eat,
And aye we'll be the Lord be thanked."

1. Saddle of Mutton.
2. Roast Turkey.
3. York Ham.
4. Roast Corn.
5. Corned Beef.
6. Game Pie.
7. Pate de Foie Gras in Jelly.
8. Chicken Salad.
9. Hot Potatoes.
10. "THE HAGGIES."

"Fair be your honest sootie face,
Great chieftain o' the puddin' race,
Abune them a' ye tak your place,
Freedom and whisky gang the gither,
Tak aff your dram."

SWEETS.

11 Gooseberry Tart. 12 Jellies.
13 Blanc Manger.
14 Vanilla Ice Cream.
15 Chocolate Ice Cream.

"Breathes there the man with soul so dead
Who never to himself hath said
'This is my own, my native land,'
Whose heart bath ne'er within him burn'd
As home his footsteps he hath turn'd
From wandering on a foreign strand?"

PRESIDENT'S SUPPER TABLE.

The President's table is arranged in the form of a horse-shoe, and the President will himself sit under an ever-green-framed portrait of the pious St. Andrew, who in red and white flowing robes, with venerable white locks and beard, will smile his serene blessing upon the devotees gathered together to keep his memory green.

The proposed arrangement of the President's supper table is as follows:—Mrs. H. E. Pollock and Mr. Murray Stewart, Mrs. A. W. Brewin and Hon. Mr. E. A. Hewitt, Mrs. E. Osborne and Hon. Mr. J. G. Goss, Mrs. W. Ramsay and Hon. Mr. H. J. Gompertz, Mrs. H. P. Chatham and Colonel G. H. Dapling, Mrs. H. P. Wilson and Mr. T. F. Hough, Sir Francis Piggott and Mrs. W. A. Cruickshank, Commodore H. P. Williams and Mrs. D. Wood, Hon. Mr. T. Sercombe Smith and Lady Berkeley, on Mr. W. Chatham and Mrs. J. H. Stewart Lockhart, Sir Henry Berkeley and Mrs. F. E. Kent, Mr. H. E. R. Hunter and Mrs. G. Murray Bain, Mr. D. Wood and Miss Hunter.

In the centre of the gallery hangs a shield bearing the Lion Rampant of Scotland, while the curve of the wall runs the words, in large red characters, "Home Scotland."

The steps leading up to the stage are covered in palms and beautiful foliage of all kinds, and all round the front and back of the gallery are parterres of the same variegated kind.

The floor is in most beautiful condition for dancing, the champagne is Paul D. Mier, the band-master of the 3rd Middlesex has arranged the charmingly-selected programme of dance music given below, and since we all know from experience what splendidly untiring and assiduous hosts our good Scotch friends make, we prophesy for the lucky guests of to-night, the most enjoyable time that they have had or will have during the year 1906.

The dance programme is as follows:—

1. Lancers. 2. The Milder. 3. Waltz. 4. The Danes. 5. The Scotch. 6. The Scotch. 7. The Scotch. 8. The Scotch. 9. The Scotch. 10. The Scotch. 11. The Scotch. 12. The Scotch. 13. The Scotch. 14. The Scotch. 15. The Scotch. 16. The Scotch. 17. The Scotch. 18. The Scotch. 19. The Scotch. 20. The Scotch. 21. The Scotch. 22. The Scotch. 23. The Scotch. 24. The Scotch. 25. The Scotch. 26. The Scotch. 27. The Scotch. 28. The Scotch. 29. The Scotch. 30. The Scotch. 31. The Scotch. 32. The Scotch. 33. The Scotch. 34. The Scotch. 35. The Scotch. 36. The Scotch. 37. The Scotch. 38. The Scotch. 39. The Scotch. 40. The Scotch. 41. The Scotch. 42. The Scotch. 43. The Scotch. 44. The Scotch. 45. The Scotch. 46. The Scotch. 47. The Scotch. 48. The Scotch. 49. The Scotch. 50. The Scotch. 51. The Scotch. 52. The Scotch. 53. The Scotch. 54. The Scotch. 55. The Scotch. 56. The Scotch. 57. The Scotch. 58. The Scotch. 59. The Scotch. 60. The Scotch. 61. The Scotch. 62. The Scotch. 63. The Scotch. 64. 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BUKIT MALACCA.

No. 1 Wins below No. 2 Level.—This has been sunk 4 ft. making a total depth of 45 ft. The lake, 4 ft. wide, is worth 0.01.

No. 2 Level South, Crosscut West.—This was started in the month and has been taken 24 ft. At this point a bunch of quartz was met, which has been driven on to the south 5 ft. The width averages 40 in. and costs 11 dwt.

Stops.—From below the No. 2 level (1) 10 ft. 32 in. wide, worth 12 dwt.

CYANIDATION.

One large vat is now in full work. The machinery is working well, and the extraction and precipitation are very satisfactory. The second vat is being brought into use, and a third is under construction.

MILLING RETURNS, BUKIT KOMAN.

Period of Work: 28 days, less lost time 0.5 days for clean up and repairs.

One milled: 1,000 tons.

Stops: 3,293.

Amalgam recovered: 1,750 oz., producing 698.3 oz. of gold.

Retained gold: 695.3 oz.

Smelted gold: 695.3 oz.

Average yield per ton 4.22 dwt.

Average value of tailings 1.08 dwt.

BUKIT MALACCA.

No. 1 Mill run 26 days crushing 90 tons of ore, 2 mill run 25 days crushing 100 tons of ore.

Total tons crushed 2,102.

Amalgam recovered: 403 oz., producing 159 oz. of gold.

Retained gold: 159 oz.

Smelted gold: 159 oz.

Average yield per ton 1.13 dwt.

Total tons crushed: 5,153.

Total amalgam: 2,153 oz.

Total smelted gold: 814 oz.

Average yield per ton 3.02 dwt.

Average fineness of bullion 940.153.

W. H. MARTIN, Gen. Manager.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 1/2

Do. Demand 2/3 1/2

Do. 4 months' sight 2/3 1/2

France—Bank T.T. 2/3 1/2

Germany—Bank T.T. 2/3 1/2

India T.T. 1/16 1/2

Do. Demand 1/16 1/2

Shanghai—Bank T.T. 1/16 1/2

Singapore T.T. 1/16 1/2

Java—Bank T.T. 1/16 1/2

Buying.

4 months' sight L.C. 2/3 1/2

6 months' sight L.C. 2/3 1/2

30 days' sight San Francisco & New York 2/3 1/2

4 months' sight 2/3 1/2

30 days' sight Sydney and Melbourne 2/3 1/2

4 months' sight 2/3 1/2

6 months' sight 2/3 1/2

4 months' sight Germany 2/3 1/2

Bar Silver 3/11

Bank of England rate 3/11

Sovereign 3/11

LOCAL AND GENERAL.

THREE men, 120th Baluchis, left for Calcutta per s.s. *Kutang* on the 24th instant, for discharge.

MAJOR S. H. Pedley, 2nd Royal West Kent Regiment, left for Singapore per s.s. *Kutang* on the 24th instant.

IN the return issued on Tuesday showing the number of plague cases in the Colony, it is stated that one case of plague has occurred at Sha Po, Kowloon City, the sufferer being a Chinaman who has succumbed to the disease.

THE following bulletin was issued from Government House on Sunday morning:—His Excellency the Governor is progressing slowly but satisfactorily. The injury to the brain, received at the time of the accident, necessitates great care.

H. E. WU Ting Fang, vice-president of the Board of Pensions, has been recalled by telegram by the Throne to the Imperial Capital, for the purpose of reviewing and revising certain Chinese laws; H. E. WU is expected in Peking at an early date.

LANCE-sergeant Winter, of the Water Police Station, proceeded against a boatman before Mr. F. A. Hazeland, at the Police Court on Wednesday, for making fast to the steamship *Zurich*, yesterday, while that boat was entering the harbour. She was fined \$50.

MR. Li Hwok Kut, the elder grandson of the late Marquis Li Hung Chang, Prime Minister of China, a young man about 30 years of age, has been offered and has accepted a military commission for duty in a position which has hitherto been held by a Tartar Official of high position.

MR. H. I. Harding, of the Consular Service has been transferred from Shanghai to Canton. His departure will be a loss to Shanghai where he has many friends. This, however, will congratulate him on his promotion and will follow his career in the Service with keen interest.—*N. C. D. News.*

AN Indian seaman, Shik Baboo, on board the steamer *Cardigan*, was charged before Mr. F. A. Hazeland, at the Police Court, on Thursday, with behaving in a noisy and disorderly manner in a house at Wanchai last night. He pleaded guilty to the charge and a fine of \$3 was imposed.

SAPPER J. Lander, of the Kowloon Camp, charged three ricksha coolies before Mr. C. A. D. Melbourne, this forenoon, at the Police Court, for refusing to accept a fare while disengaged at Kowloon, on the 24th instant. The charge was proved, and each coolie was ordered to pay a fine of one dollar.

THE *Osaka Shimo* publishes a Nagasaki message, stating that a man has been arrested there who is believed to be the forger of Hongkong and Shanghai Bank and Russian notes. The amount of the notes forged is given as ¥500,000, and the man is said to have accomplices in Kokura, Kobe, Osaka, and Hiroshima.

AN Indian policeman charged a Chinese bill poster before Mr. F. A. Hazeland, at the Police Court, this morning, with posting a bill on the walls of the Naval Yard building without sanction from the Naval authorities. The bill referred to some Chinese patent medicine. The coolie did not know the law. A fine of \$3 was imposed.

As we previously announced was to be the case the Chichow-Swallow Railway Company held the official opening of the recently completed line, on the 24th inst., when a vast crowd of spectators, and large gathering of guests, official and private, were present. Everything went off well, and the guests were subsequently entertained to a fete.

REGARDING the accident which happened to a Chinese child, who fell over the verandah of his house on Tuesday last, we were informed that the house was No. 7 Kennedy Street. The occupant of that house now informs us that it was not from the verandah of that house the child fell, but from one in a side lane, adjoining, and bearing the same number.

SANITARY Inspector J. T. Cotton, who is in charge of the Kennedy Town Slaughterhouse, located two wild boars on the west side of Mount Davis at eleven o'clock on Thursday. After an exciting chase he succeeded in shooting one, the other having escaped. The animal on being weighed tipped the scale 87 pounds and has a tusks two inches long.

GULAM Sher, the Indian watchman, who alleged that he was employed on the Kowloon-Canton Railway Line, but which was later contradicted, and who is under charge for the manslaughter of a pig-dealer at Yau-mai, recently, particulars of which have already been reported, was on Wednesday committed to take his trial at the next Criminal Sessions.

POLICE-constable Downie summoned the master of the Tai O steam launch *Hung Yik* for allowing the launch to ply in British waters without a proper coxswain being at the helm. The case was called on at the Police Court on Tuesday, but the master did not put in an appearance. Mr. Melbourne issued a subpoena, and gave instructions to Downie to bring the master up to-morrow.

MR. G. Friesland, of Messrs. Melchers and Company, gave two of his private chair coolies in charge, yesterday, for disobeying his orders. When the case was called on before Mr. C. A. D. Melbourne, at the Police Court on Monday, the complainant asked to withdraw the case. The coolies, he said, had been in his employ for some time, and he wanted to give them another chance. The case was accordingly withdrawn.

A CHINESE foreman in the employ of Mr. Corney's Glass Works at Causeway Bay had his queue torn off by the roots and his fingers badly lacerated as the result of an accident that befell him at eleven o'clock on Monday. The unfortunate man was inspecting some of the machinery at the time when his queue caught in a fly wheel and he was dragged right into the machine and his queue severed from his head. He was placed in an ambulance and removed to hospital.

THIRTEEN polo ponies were landed in the Colony on Tuesday by the Indo-China steamer *Amoy* from Shanghai Horse Bazaar. The ponies are for the officers of the Third Middlesex Regiment. By the same ship there also arrived two Derby griffins for Mr. T. F. Hough, one for Jarling's and another for Mr. D. Macdonald. This is the first consignment of Derby griffins to arrive in the Colony this year for the races. More are expected shortly. The seventeen animals are being housed at Kennedy's stables.

AN extraordinary plea was entered in a divorce suit recently tried in Calcutta. Counsel for the wife, who was the petitioner, said that the husband refused to live with his wife or have anything to do with her, because she made a statement before the clergyman who married them that she was older than the respondent. Therefore she ceased to be his wife. The husband had left his wife absolutely destitute, and she was obliged to seek assistance from friends.

POLICE-Constable Berrie, of the Water Police Station, summoned the coxswain of the steam launch *Sun Wo* before Mr. F. A. Hazeland, at the Police Court, this forenoon, for dumping rubbish into the harbour on the 27th instant. The coxswain admitted the charge, saying that it was done by a new hand, who did not know the law. Inspector Langley said that dumping rubbish into the harbour was of very frequent occurrence, and that it was very difficult to catch them red-handed. The defendant would not have been caught had not the constable been in a sampan. A fine of \$15 was imposed.

MR. Otto Kong Sing, solicitor, announced in Court on Tuesday that he is going to prosecute in the case in which five repatriated coolies from the South African mines are under charges of attempting to murder one of their compatriots and cutting and wounding another in Connaught Road Central, on the 19th instant, under circumstances previously recorded in our columns. The case was called on again this morning, but had to be put over for another week, owing to the fact that the complainants, who are still in hospital, were unable to attend.

THE summons issued by Sergeant Ains, of Kennedy Town Police Station, against the master of the steamship *Carl Diederichsen*, for neglecting to attach rat flange to the hawseholes while his vessel was alongside the Standard Oil Company's wharf, at Kennedy Town, on the 23rd inst., was called at the Police Court on Tuesday, but the captain did not appear. It was later learnt that the summons was not served as the vessel had left the port shortly after the summons was applied for. The summons was adjourned, and in the meantime the return of the *Carl Diederichsen* is awaited.

AN Arab named Canri, who called himself an unemployed quartermaster, was charged before Mr. C. A. D. Melbourne, at the Police Court on Tuesday, with refusing to pay legal hire last evening, and with carrying a large dagger. The Arab was seen arguing the point with a ricksha coolie in Queen's Road Central. The coolie informed an officer that accused would not pay his fare, and he was locked up. On his person was found the dagger already referred to. His Worship fined accused fifty cents for not paying his ricksha fare, and \$10 for carrying the dagger without police permission.

"I did not come back here by my own free will. I was blown down here by the typhoon!" said a coolie at the Police Court on Tuesday when he was charged with returning from banishment. Accused was banished some months ago after serving a term in gaol for larceny. He was found yesterday on a dust-boat, where he was employed. "Do you admit returning to the Colony before the expiration of your term?" asked the Court. "I know I am here before my time, but I couldn't help that. The typhoon blew me down here," replied defendant. He was sentenced to one year's hard labour and six hours' stocks.

FONG Lam, a widow, of No. 63, Bridges Street, was arraigned before Mr. F. A. Hazeland, at the Police Court, on Wednesday, on a charge of assaulting Wong Lui, a married woman, in Wing Lok Street, yesterday, causing serious bodily harm. The complainant and defendant are both beggars, and according to the "unwritten rule" each mendicant has a special locality allotted to her in which to beg. The defendant's beat was in Wing Lok Street. Yesterday she met complainant trading on her beat and there was a fight, during which defendant was alleged to have drawn a long hair-pin and stabbed complainant in the head. His Worship bound both women over in the sum of \$100 (personal bonds) to be of good behaviour for six months.

WONG Cheong, who recently arrived from the United States, was arraigned before Mr. F. A. Hazeland, at the Police Court on Monday, on a charge of being in possession of a revolver without police permission. Accused, who resides at No. 123, Connaught Road Central, informed the Court that he carried the revolver to protect himself. His Worship ordered that the shooting iron be forfeited to the Crown.

A TALLYMAN employed by the Hongkong and Kowloon Wharf and Godown Company, Limited, with quarters at No. 3, Macdonnell Road, made a very good, but unsuccessful, attempt to leave the premises with the assistant company clerk yesterday, but failed. He landed in front of Mr. F. A. Hazeland, at the Police Court, to-day, Inspector Langley prosecuting. He pleaded guilty and was sentenced to six weeks' hard labour and four hours' stocks.

PEK Bux, a Yaumati dairyman, who, during the last six years has been visiting the Police Courts periodically, showed up again on Tuesday before Mr. F. A. Hazeland on the same old charge—allowing his buffaloes to stray on the public street at Kowloon. Mr. H. Gardiner, of Mr. D. O. Thomson's office, who appeared for the defendant, said: "I appear for Pek Bux again, your Worship. On being told the nature of the charge his Worship made some remark about Pek Bux's frequent visits to the Court. Gardiner pleaded guilty on behalf of his client, and observed that some alterations to the cattle yard were now being made by his client, but the cattle broke away on the occasion. "His cattle has been breaking away for the last six years," remarked his Worship. "Pay a fine of 11s."

THE C.M.S. *Fungshan*, which arrived at Shanghai from Foochow on 22nd inst., reports: Passed the str. *Hsiao* and *Chiyun* between Steep Island and Tongting, bound south, between 4 and 6 p.m. on the 21st inst. At 3.45 p.m. on the 16th inst. in Lat. 26° 43' N., Long. 120° 35' E., in clear weather, with fresh breeze and heavy N.E. swell, sighted a fishing boat in distress; went alongside and rescued one man, the only survivor of a crew of five. The boat was boarded by Mr. Ross, chief officer, who found three men quite dead, fished out the boat's fittings. There had been an exposure and starvation. The survivor told a pitiful tale as to the men having been four and a half days without food or water, and the heavy seas breaking completely and continually over the boat, which was completely gutted.

THE Building Authorities summoned Ip Ching Wing, the registered owner of No. 8, Jubilee Street, residing at No. 77, Bonham Strand, for neglecting to comply with the Public Health Building Ordinance of 1903 by erecting, in the rear of his premises, a structure for carrying out works without the approval of the P. W. D. The accused pleaded guilty to the charge. Another summons was issued against Yu Wo Fong and Yu Wo Ngai, of No. 52, Wing Lok Street, registered owners of No. 197, Macdonnell Road, Mongkok-tui, for commencing work on the above premises without submitting a proper plan signed by an authorized architect to the Building authorities, contrary to section 222 of the Public Health and Buildings Ordinance of 1903. Both cases were adjourned by Mr. C. A. D. Melbourne, at the Police Court to-day.

INSPECTOR Langley, of the Water Police, charged three men, a fisherman, labourer, and building contractor—the latter of No. 125, Station Street, Mongkok-tui, before Mr. F. A. Hazeland, this morning, at the Police Court, with being in unlawful possession of fifty-five blankets, valued at \$90, and eighty-six rolls of calico, valued at \$86, which goods were suspected to have been stolen. The blankets were in a very much soiled condition. They looked as if they had been under water for months. One on being brought into Court and laid on the table spread an account about the building which caused Inspector Langley to remark: "Your Worship might take a look at the exhibit and order it out of Court as it will scent the Court." His Worship did not look at it, but said: "Take it out!" It was carefully removed. The accused said they purchased the goods from a stranger, but could not find him a rain. They were fined \$75 each, or three months' imprisonment.

A BULLY-looking Ningpo coolie walked into a Chinese restaurant at No. 257, Queen's Road West on Monday and ordered a meal. After satisfying himself and washing the meal down with four cups of *samsui*, which surprised the waiters, the Ningpo man proceeded to leave the restaurant. The waiter demanded payment from the other side of the table, being afraid to get too near the bulky Northerner, for fear something dangerous might happen, but the latter walked ahead. The waiter gave chase, but took great care not to get too near his quarry, asking for payment. In the street the waiter gave him in charge. At the Police Court on Tuesday, when he was charged with obtaining a meal by fraud, the Ningpoese said that the meal only cost thirty cents. The waiter wanted twice that amount and as there was no doubt in his mind that he did not see why he should pay anything. Mr. Hazeland sent him to gaol for three weeks.

A CHILIAN lad named Diaz Guerra, residing at No. 84, Praya East, swore out a warrant a few days ago for the arrest of one Frank Silva, whom he alleged stole from him a gold finger ring, valued at \$10, on the 4th instant. Silva, who lives at 108, Macdonnell Road, and is employed as a carpenter repairing the wharves of the Godown Company, was arrested on Wednesday. He denied stealing the ring from the boy, but said it was given him as a present, and he could produce witnesses who could speak to that effect. Inspector Langley, who had charge of the case, put Silva before Mr. F. A. Hazeland, at the Police Court on Thursday. Guerra said that defendant borrowed the ring and never returned it. Accused said that Guerra presented him with the ring, saying he had two more at home. He dropped the ring into the sea two days later while at work on a wharf. He could not swim, so he did not go after it. His Worship discharged accused.

PRIVATE A. G. Close, of the Royal West Kent Regiment, was defendant at the Police Court on Monday, in a case in which he was charged with assaulting a lamp-lighter and Indian-constable No. 694, in Wellington Street on Saturday evening. The defendant denied assaulting the lamp-lighter, saying: "I only put my arm around his neck, your Worship." He, however, admitted hitting the policeman on the eye. The lamp-lighter said he was walking along Wellington Street at the time. Accused approached him and put his arm around his neck. When he broke away the defendant struck him with his stick. An Indian policeman came on the scene, but before he could arrest accused he received a punch in the eye. Mr. F. A. Hazeland, in concluding accused, said he would deal with him leniently. He had taken into consideration defendant's good character in the Army, he had practically a clean sheet, also that he was under the influence of liquor at the time, and what was more, the extraordinarily good character of his regiment bore in the Colony. He would pay a fine of £2 on the first charge and \$3 on the second.

POR Fu Cheong, of No. 29, Centre Street, summoned the Italian Consul on the 24th instant, to appear in the Police Court on Tuesday for allowing a ferocious dog to go about unmuzzled. The dog was alleged to have bitten complainant on the street. A coolie, who employed to look after the Consul's dogs, answered the summons when the case was called this morning, and asked to be allowed to settle the matter out of Court. The complainant agreed and after some consultation accepted one dollar and fifty cents as compensation. He then withdrew the summons.

IN Luos, an undeveloped region of French Indo-China, there is something out of the way in the shape of a village of lunatics. The most common form of madness there is a belief among the lunatics that buffaloes are inside them. When these madmen get no trouble, some, they are at once removed to the village. But previously, they are tested for madness by being bound and then forced to throw into a river. If they manage to swim, that is a sign of their being of sound mind. If they sink to the bottom, as is most often the case, isolation in the village is the sentence—in the event of their being recaptured alive.

MR. J. Hands, manager of the Aberdeen Dock, was the complainant against a shipwright, an apprentice and a coolie, employees of the dock, who were charged before Mr. F. A. Hazeland, on Wednesday, at the Police Court, with stealing forty-five cabbies of tow, 100 cabbies of pitch and fifty-five cabbies of resin. The defendants stated that they were returning with the stuff to the Kowloon Docks. The complainant observed that the Aberdeen Dock was supplied with material by the Kowloon Docks. The defendants' business was to return the stuff they were charged with stealing to Kowloon yesterday. There was a special dock launch to take workmen across. The accused when they were arrested were making for the ferry launch, which in the ordinary course would have landed them at West Point. The accused said that the dock launch was not there, but it was proved that the launch was at the pier half an hour before the men left work. The shipwright was sent to gaol for three weeks, and the remainder discharged.

CHUNG Chung, a shopkeeper, carrying on business at No. 23 Stanley Village, was charged before Mr. F. A. Hazeland, at the Police Court, on Wednesday, with obtaining \$140 on the 16th instant and \$100 two days later from a salt junk owner under false pretences, but was discharged for want of evidence. The complainant alleged that accused gave him to understand that the cloth trade was a profitable one. On the dates given above he handed accused \$350 with which to purchase a quantity of cloth, accused promising to meet complainant at a wharf at West Point the next day with the goods. On the following day complainant waited for defendant at the appointed place, but he never came. He thought, perhaps, defendant might have mistaken the dates, so he again waited for him on the wharf the next day, but still defendant never came. Yesterday, however, he met accused at Stanley and asked him about the cloth, but he seemed to know nothing about it, and complainant charged him. After examining more witnesses, the Court held that no case had been made out and discharged the defendant.

CHINESE thieves seem to be practising the bank-note trick more often than usual during the past week, for no less than three women have been duped. Yesterday, a boatwoman reported to Inspector Ritchie at the Central Police Station that she had been robbed of \$77 in bank-notes and \$10 in silver by two men in Des Vaux Road. She related the same old story of meeting the men in the street, who asked her to change some money—a large amount—for them. The woman, with the idea of getting a present from the men, after doing them the favour, in her head, took a parcel from one of the men, which was said to contain the money, handed over to them \$87 as security, and sauntered off to a money-changer's shop. She discovered on arrival that the contents of the parcel were only rags and that the strangers have disappeared. A *hooker* was despatched with the woman to look for the thieves. On board the steamer *Honan* she pointed out two men, whom she alleged were the thieves, and they were arrested, but nothing was found on them to corroborate her statement. The men were charged before Mr. F. A. Hazeland, at the Police Court, on Thursday, but a *re-arrest* was applied for by the police to enable them to go deeper into the case. They are of opinion that as soon as the woman was robbed the money was handed to a third party who escaped.

Shipping.

Vessels in Port.

STEAMERS.

Accra, Br. s.s., 3,774, A. Smith, 23rd Nov.—New York 29th inst., Case Oil.—S. O. Co. Athenian, Br. s.s., 3,883, A. O. Cooper, 13th Nov.—Vancouver, B.C., 16th Oct., and Shanghai 10th Nov., Gen.—C. P. R. Co. Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct.—Sandakan 13th Oct., Timber.—M. & Co. Cairo, Nor. s.s., 1,381, J. Larsen, 29th Nov.—Sourabaya 18th Nov., Gen. and Sugar.—Asgard, Thoresen & Co. Clara, Ger. s.s., 1,103, J. Iversen, 29th Nov.—Bangkok 19th Nov., Rice.—J. & Co. Copic, Br. s.s., 2,744, Wm. Finch, 29th Nov.—San Francisco 30th Oct., Honolulu 6th Nov., Yokohama 19th, Kobe 20th, Nagasaki 22nd, and Shanghai 25th, Mails and Gen.—O. & S. S. Co. Derwent, Br. s.s., 1,505, J. Jenkins, 23rd Nov.—Raigon 17th Nov., Gen.—Man Fat & Co. Drufer, Nor. s.s., 1,102, J. Bing, 21st Nov.—Saugon 17th Nov., Rice.—Asgard, Thoresen & Co. Eastern, Br. s.s., 2,785, W. G. McArthur, 27th Nov.—Kobe via Moji 22nd Nov., Gen.—G. I. & Co. Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 18th Nov.—Vancouver 30th Oct., and Shanghai 16th Nov., Mails and Gen.—C. P. R. Co. Falk, Nor. s.s., 1,360, G. M. Gunderen, 15th Nov.—Anton 14th Nov., Gen.—M. B. K. Foochow, Br. s.s., 1,727, H. Small, 30th Nov.—Chefoo 24th Nov., Gen.—R. & S. Hanyang, Br. s.s., 1,207, H. Trowbridge, 29th Nov.—Chefoo 24th Nov., Gen.—B. & H. Helene, Ger. s.s., 771, J. Iessen, 28th Nov.—Hoiboh 27th Nov., Gen.—J. & Co. Indravelli, Br. s.s., 3,787, S. Collington, 20th Nov.—Manila 16th Nov., Ballast.—G. I. & Co. Jacob Diederichsen, Ger. s.s., 633, D. Heintz, 27th Nov.—Kwang-chow-wan 24th Nov., and Macao 27th Nov.—J. & Co. Joshi Maru, Jap. s.s., 704, H. Ohta, 28th Nov.—Sourabaya 27th Nov., Gen.—O. S. K. Kabatani, Jap. s.s., 2,891, K. Yabumatsu, 21st Nov.—Kobe 14th Nov., Coal and Gen.—Janapene. Kaitong, Br. s.s., 986, E. Finlayson, 28th Nov.—Cebu and Iloilo 24th Nov., Hemp, Sugar and Sapan Wood.—B. & S. Kalgan, Br. s.s., 1,143, R. Lewis, 29th Nov.—Canton 28th Nov., Gen.—B. & S. Kangawa Maru, Jap. s.s., 3,825, M. J. Currow, 30th Nov.—London 20th Oct., and Singapore 23rd Nov., Gen.—N. Y. K. Karin, Swed. s.s., 608, G. Peterson, 29th Nov.—Hoiboh 28th Nov., Gen.—Mr. Lu Wing & Co. Kolschlag, Ger. s.s., 1,223, C. Rosiesky, 27th Nov.—Canton 26th Nov., Gen.—B. & S. Kowloon, Ger. s.s., 2,324, H. Stehr, 24th Nov.—Anghin, (Bangkok) 15th Nov., Gen. and Mostly Rice.—S. & Co. Laisang, Br. s.s., 3,460, P. M. B. Lake, 27th Nov.—Calcutta 10th Nov., Penang and Singapore 20th, Gen.—J. M. & Co. Lennox, Br. s.s., 2,361, F. McNaught, 27th Nov.—Callao 13th Oct., Ballast.—D. & Co., Ltd. Loongang, Br. s.s., 1,092, A. G. Smith, 26th Nov.—Maula 23rd Nov., Gen.—J. M. & Co. Loyal, Ger. s.s., 1,237, F. Naizins, 21st Nov.—Bangkok 9th Nov., Rice and Gen.—S. W. & Co. Lydia, Ger. s.s., 2,734, C. Meyer, 30th Nov.—Newchwang via Chefoo 25th Nov., Beans and Gen.—S. & Co. Malla, Br. s.s., 3,899, R. A. Peters, 29th Nov.—Shanghai 27th Nov., Mails and Gen.—F. & O. S. M. Co. Manihle, Ger. s.s., 531, N. Johannemann, 29th Nov.—Haiphong 25th Nov., and Hoiboh 27th, Gen.—J. & Co. Mercedes, Br. s.s., 2,900, J. S. McGregor, 1st Nov.—Weihaiwei 25th Oct., Govt. Stores.—Admiralty. Montclair, Br. s.s., 3,953, S. Robinson, 14th Sept.—Vancouver 20th Aug., and Shanghai 11th, Sept., Flour, Lead and Gen.—C. P. R. Co. Montomeryshire, Br. s.s., 3,619, P. Gibson, 30th Nov.—London via Ports 14th Oct., Gen.—S. T. & Co. Neil MacLeod, Am. s.s., 901, E. Corral, 19th June.—Manila 16th June, Ballast.—Barretto & Co. N. S. de Rosario, Am. s.s., 715, M. Lopez Blanco, 12th June.—Manila 9th June, Ballast.—Barretto & Co. Nerite, Dut. s.s., 300, Carick, 28th Nov.—Canton 28th Nov., Gen.—A. K. & Co. Nord, Nor. s.s., 730, G. Harndson, 23rd Nov.—Hollo 17th Nov., Sugar and Sapan Wood.—Asgard, Thoresen & Co. Paklat, Ger. s.s., 1,300, H. Demes, 18th Nov.—Swatow 17th Nov., Rice and Teakwood.—B. & S. Quinta, Ger. s.s., 987, Fruhm, 23rd Nov.—Sourabaya 13th Nov., Sugar.—S. & Co. Ragnar, Nor. s.s., 1,220, H. G. Nielsen, 2nd Nov.—Rajang (Borneo) 26th Oct., Timber.—Asgard, Thoresen & Co. Rajaburi, Ger. s.s., 1,924, O. Koch, 25th Nov.—Bangkok 13th Nov., Rice and Wood.—B. & S. Rajah, Ger. s.s., 1,275, C. Wolf, 25th Nov.—Sandakan 20th Nov., Wood and Gen.—M. & Co. Sarsogan, Am. s.s., 428, Viteria, 7th Sept.—Manila 4th Sept., Ballast.—Order. Soabur Maru, Jap. s.s., 1,110, T. Suruga, 30th Nov.—Swatow 29th Nov., Gen.—O. S. K. Snodan, Br. transport, 4,207, S. D. B. Lockyer, 10th Nov.—Taku 13th Nov., Troops.—Admiralty. Stettin, Br. s.s., 1,324, I. C. Farrell, 30th Nov.—Singapore 22nd Nov., Oil.—Mr. Geo. McElph. Suisang, Br. s.s., 1,776, T. A. Mitchell, 24th Nov.—Calcutta 15th Nov., via Penang and Singapore 18th, Coal.—J. M. & Co. Taishan, Br. s.s., 1,121, T. T. Laing, 29th Nov.—Bangkok 17th Nov., Rice and Teak.—B. & Co. Taming, Br. s.s., 1,357, A. W. Outerbridge, 30th Nov.—Manila 27th Nov., Gen.—B. & S. Telemachus, Br. s.s., 1,310, J. Williamson, 29th Nov.—Saugon 24th Nov., Gen.—Chinese. Teucer, Br. s.s., 5,705, J. Barwie, 29th Nov.—Manila 27th Nov., Gen.—B. & S. Tholma, Nor. s.s., 1,185, F. Jager, 8th Nov.—Samarang 25th Oct., Gen.—W. & Co. 'Inhow, Br. s.s., 901, T. R. Kidd, 28th Nov.—Hoiboh 26th Nov., Pigs and Gen.—A. K. & Co. Tonawanda, Br. s.s., 2,182, H. D. Clarke, 29th Nov.—San Francisco 20th Oct., Oil.—S. O. Co. Yakiko Maru, Jap. s.s., 2,040, K. Muto, 15th Nov.—Moji 10th Nov., Gen. and Matches.—Fussai & Co. Yruha, Am. s.s., 469, H. Nelson, 16th Oct.—Amoy 14th Oct., Ballast.—Yeng Chung.

SAILING VESSELS.

Esakoni, Br. ship, 1,670, Wm. McBurnie, 12th Oct.—Manila 13th Sept., Ballast.—Order. I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug.—Manila 15th Aug., Ballast.—A. K. & Co. Ivy, Am. ship, 1,181, F. O. Steison, 25th Nov.—Shanghai 28th Oct., Ballast.—Mr. Dunbar & Co. Prince George, bk., 472, A. R. Anderson, 18th Oct.—Manila 26th Sept., Old Iron.—Order. S. P. Heitchcock, Am. ship, 2,086, S. L. Zarte, 1st Sept.—Manila 20th Aug., Ballast.—A. K. & Co.

Steamers Expected.

Vessels	From	Agents	Dw
Zoroaster	Moji	B. & Co.	Dec. 1
Tijibados	Kobe	J. C. J. L.	Dec. 2
Buelow	Japan	M. & Co.	Dec. 3
Ambria	Singapore	H. A. L.	Dec. 3
C. Apcer	Singapore	D. S. & Co.	Dec. 3
P. E. Friedrich	Colombo	M. & Co.	Dec. 3
Nicomedia	Japan	P. & A. Co.	Dec. 7
Capri	Singapore	C. & Co.	Dec. 7
Namsang	Calcutta	J. M. & Co.	Dec. 8
H'kong Maru	Japan	T. K. K.	Dec. 9
Emp. of China	Vancouver	C. P. R. Co.	Dec. 16
Sandakan	Sydney	M. & Co.	Dec. 16

Ships Passed The Canal.

3rd November—*Gaishan*, *Bingo Maru*, *Polynesian*, *Kangawa Maru*. 6th November—*Amelia*, *China*, *Holland*, *Cyloph*. 10th November—*Macdon*, *Amelia*, *Oceanic*, *Ping Sui*, *Sydney*. 13th November—*Belinda*, *Suzuki*, *Itanawa*, *Sophia*, *Richmond*, *Chelonia*, *Indra*, *Amelia*, *Prins Eitel Friedrich*. 17th November—*Achilles*, *Glenloch*, *Indra*, *Kinloch*, *Palermo*, *Yarra*, *Wakasa Maru*, *Radnorshire*, *Kawachi Maru*, *Sikh*, *Prins Ludwig*. 20th November—*Danglo*, *Silesia*, *(Aus)* *Awaji Mar*